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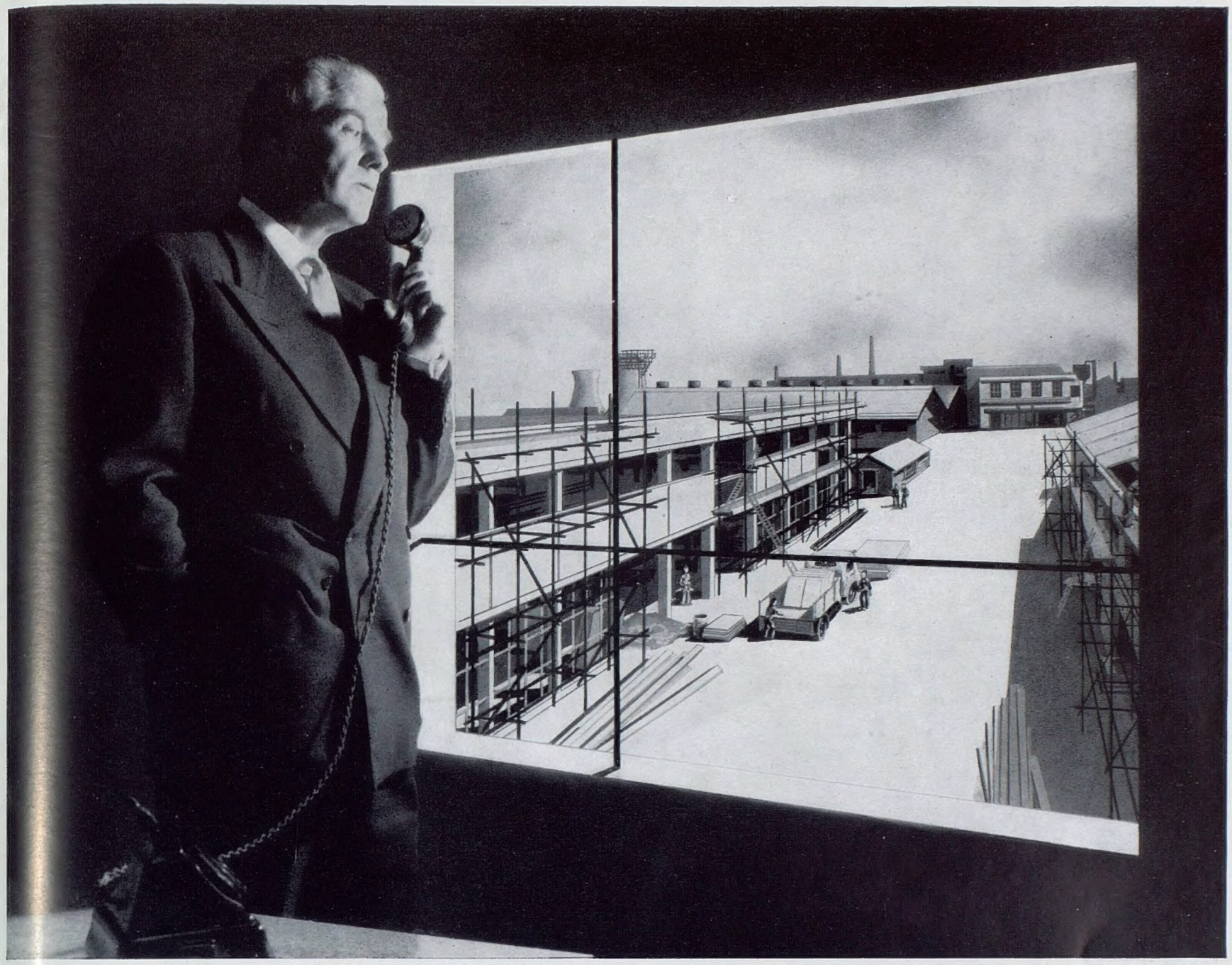

Business as usual

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Volume CCXXVIII No. 2971

The SPHERE, London, March 9, 1957

The SPHERE

with which is incorporated THE GRAPHIC

INDEPENDENCE FOR GHANA—THE DUCHESS OF KENT ARRIVES FOR AN HISTORIC OCCASION IN ACCRA: Walking behind Her Royal Highness is Sir Charles Arden-Clarke, the Governor of the Gold Coast, who has now become Governor-General of Ghana. Following Sir Charles and seen over the heads of the spectators on the left is Dr. Kwame Nkrumah, the Prime Minister of Ghana. They had just welcomed the Duchess, as the Queen's representative, for the ceremonies which marked the start of the new Commonwealth country last Wednesday. Among others in Accra was Mr. R. A. Butler, representing the United Kingdom Government.

In the middle of the week, the Gold Coast formally changed its name to Ghana and became a Sovereign State and the ninth full member of the British Commonwealth. The Queen—who is now Queen of Ghana as well as of Great Britain—was represented at the pageant of celebrations by the Duchess of Kent. Her Royal Highness was met at the airport at Accra by the two men who together have done more than any others to bring about the birth of the new Commonwealth country—Sir Charles Arden-Clarke, the Governor (since Wednesday the first Governor-General), and Dr. Nkrumah, the Prime Minister. In less than a decade they have moved from opposition to each other (in 1950 Sir Charles imprisoned Dr. Nkrumah) to a creative partnership which has produced a striking example of the evolution of the British Commonwealth. The historic independence celebrations combined modern formalities with African tradition. American appreciation of the rôle Britain had played in helping Ghana to achieve independence was expressed on several occasions by Vice-President Nixon, representing the United States. (Further pictures on page 370.)

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FLEET STREET'S BIGGEST BUILDING

CELEBRATING THE OPENING OF HULTON HOUSE: The Bishop of London, Dr. Montgomery Campbell (on left), the Lord Mayor, Sir Cullum Welch, and Sir Edward Hulton are at the luncheon during the opening ceremony of Hulton House, the first building to be erected in Fleet Street since the war.

ELEVENTH ONE-MAN SHOW IN LONDON

LORD METHUEN, A.R.A., GIVES AN EXHIBITION OF RECENT WATER-COLOURS AND DRAWINGS: He is displaying his painting entitled " Trinity College Chapel, Oxford," which is included in his exhibition at the Leicester Galleries. This is his eleventh one-man London exhibition and it consists largely of drawings and pastels of buildings and scenes in France and Italy. The exhibition continues until March 21.

A VISITOR FROM KENYA

THE MINISTER OF AGRICULTURE FOR KENYA PAYS A CALL AT THE COLONIAL OFFICE: Mr. Michael Blundell (right) is in conference with Mr. G. W. Nye, Agricultural Adviser to the Secretary of State for the Colonies. The Minister's talks were on the development of African Agriculture in Kenya.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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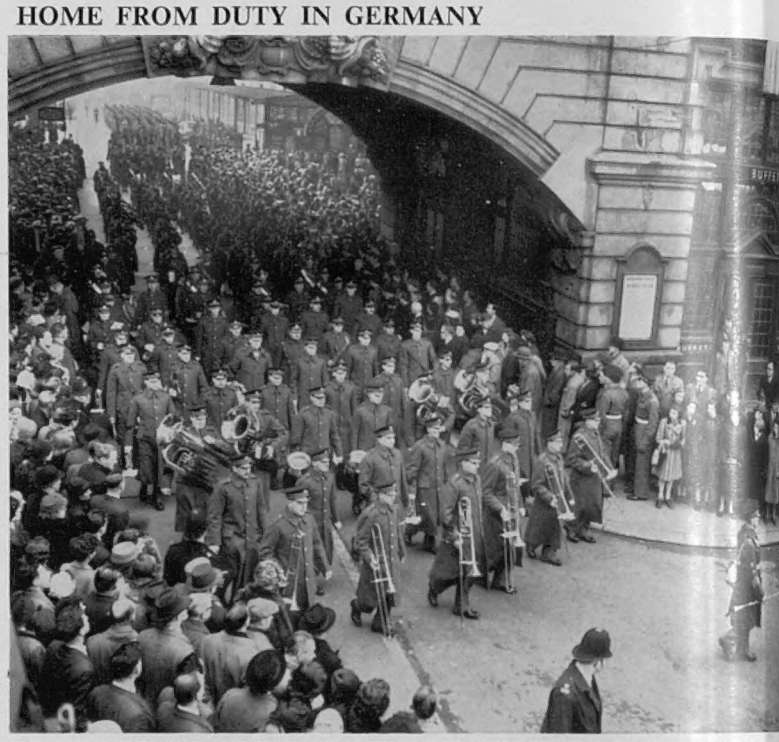
A London Newslette

195-198, STRAND, W.C.2.

Entertainment ?—It is unusual for the Chancellor or his authorised mouthpiece to give pre-Budget guarantees or even broad hints. Sir David Eccles raised a first-class Parliamentary row in his broad hint of entertainment-tax reduction for the hard-hit cinema industry. There are two ways by which the public support national entertainment. They buy tickets to see the shows and they pay entertainment-tax which is included in the cost of their tickets. The first and direct means of support is the most satisfactory. It needs no collateral guarantee that the entertainment is entertaining. We pay willingly for entertainment we enjoy. (The M.C.C. knows that.) A reduction of entertainment-tax for the cinema industry seems to me to require an adequate standard guarantee. Whatever be the sum of the reasons for the decline in cinema audiences, one certain and important reason is that too often what is offered is not worth the price of a cheap seat even to the least discerning audience. Too many of us—even the most tolerant and empty-headed—would pay the price of a seat to be spared the infliction of sitting through the performance in many county cinemas. Sound broadcasting also is said to be hit by television and might well take a note of warning about standards of entertainment. B.B.C. sound broadcasting, at least in Southern counties after 9 p.m., is becoming an intolerable affliction since it is impossible, without expensive alterations, to exclude extraneous and always noisy programmes.

Briggs Compromise.—We have before us to-day, at home and abroad, vital instances of the necessity to stand firm against blackmail and casuistry on issues of high moral principles and in support of law and order and the pledged word—in Cyprus, on the Kashmir question, in the Briggs strike at home. The Cyprus Government is satisfied with the proofs of Archbishop Makarios' complicity in terrorism. Regarding Kashmir, Britain and the U.N. are satisfied that the case for a plebiscite is good, and that India has flouted the U.N. after condemning its flouting by other nations. The Briggs management appear to have been satisfied that the ejected shop steward was guilty of a breach which deserved dismissal, and repeatedly expressed its determination not to yield to blackmail. To-day the whole nation rejoices that the Briggs strike is temporarily averted pending a full inquiry. This is certainly a compromise on a vital issue. We can justify it as a " clever " one, since it is face-saving, and as a good one, perhaps, since it is for the common good. But where basic principles of justice, law and order are involved, no temporary expedient or compromise eliminates the final battle.

HOME FROM DUTY IN GERMANY



THE 2ND BATTALION, SCOTS GUARDS RETURN TO LONDON: Led by the band, the me are leaving Victoria Station after arriving home from a three-year spell of du in Germany. After being met by pipers of the 1st Battalion they marched Chelsea Barracks. The 2nd Battalion, Scots Guards, have been relieved in Germa by the 3rd Battalion, Coldstream Guards, who sailed from Harwich last wee

What is Cricket ?—The remarkable proposals by Mr. Altham's Special Committee, designed to rescue first-class cricket from the doldrums, have been published and are likely to produce a lively symposium of pros and cons. The " Old Stagers " may dismiss all or most of the six points and declare that cricket is cricket still, when played in the spirit of the game (as on most village greens), and that no jiggering with the letter of the rules can save first-class cricket if the spirit of the game be diluted with statistical considerations. Nevertheless, by no means all the proposals can be called tinkering. Some of them are reasonable attempts to put County cricket back on the map as the game it was before the maniacs of statistics and sensation corrupted the players and opened the doors to gamesmanship. It would be reasonable enough to limit close-in on-side fieldsmen, that ugly screen which baulks the batsman of his prettiest strokes and corrupts the bowler. It always has been the umpires' duty to eliminate waste of time. It is clearly in the spirit of " County " cricket to choose County cricketers and not buy star performers from overseas. I am not in favour of the limitation of overs in first innings or the spacial limitation of boundaries; and a knock-out competition for a trial period seems to me a very last resort when all else fails. By and large, if County cricket is to survive, it must receive popular support, and to retain that support it must regain the spirit of the village green. I think only the County capta exerting a leader's influence on his men, patient persistently and firmly, can do the job. And it will ta time. But who am I, once a very moderate cricke and now no more than a besotted pavilion fan, express my views on the exhaustive and solemn findi of a committee composed of cricketers of the first cl with vast experience of Test cricket and first-class cric and their problems ? It is quite obvious to me th these men, to whom cricket is a religion, and to wh tinkering with this great game is anathema, have co to the conclusion that the spirit of the religion is dyi in County cricket. They consider that nothing n but drastic medical treatment can save the game cricket at highest level, since at highest level it depen on public money, and " gates " depend on public intere

The Death Penalty.—It is clear enou that the issue of capital punishment will not be l to sleep if the Homicide Bill which passed its Seco Reading last week in the Lords becomes Law. T whole-hoggers are as convinced as ever about to abolition. The bishops are sharply divided. The B is shocking to Dr. Bell, the Primate whole-hearted supports it. The lawyers for the most part support though some think it is not nearly drastic enou But no lawyer in the Lords or outside it, and very fe others who value our legal system, can differ from t Lord Chief Justice's strong denunciation of the intolera situation recently created by the Home Secretari commonform or automatic recommendation for repri of murderers solemnly condemned to die (as the La demands) by the judges. It is not only (as he sai that in this phase several shocking murderers ha escaped the Law of the land, it is not even a question whether or no the Home Secretary of the day considers each case for reprieve on its merits as the Law stoo and as the evidence suggested. Above all, the resu has been to make a mockery of the Bench and to tu the most solemn and dreadful ceremony of justice in a farce. Since the Silverman Bill passed the Commo no single execution has taken place. Yet the La remained as it had been. In short, the Home Secretari had varied one of their acknowledged functions an duties without Parliament's consent and made th Sovereign's prerogative of mercy a mere rubber stam And in this way several of the vilest murderers, st liable to the death penalty under the new Bill, ha escaped the rope. But I do not think that the new B gives any guarantee that a Home Secretary, who is whole-hogger for abolition, may not in his reign co tinue the practice of " rubber-stamp " recommendatio for reprieve. That loophole should be stopped-u

The Chawton By-Pass and Jan Austen.—*Quis custodiet . . . ?* We watch the swi suburbanisation of our countryside with anger an astonishment at the complete failure of the various pro tection societies and organisations to check or control Methods perhaps excusable in built-up areas are ruth lessly imposed on little groups of council houses i small country villages; hideous kerbs and pavement

(which are quite useless, since they still give access to country lanes) and the worst vulgarities of bad taste are permitted in the restoration of cottages by private enterprise. We are inured to local authorities riding roughshod over the feelings of the living inhabitants and disregarding local fitness, but it is not so normal a cause of indignation when instances occur of county councils ruthlessly desecrating the shrines of their own county's worthies. Small wonder, then, if the village of Chawton, near Alton, was up in arms and burned with indignation in a public protest against Hampshire County Council's Chawton by-pass plan. Its arbitrary and insidious " red-line " would apparently cut the front off the cottage at Chawton where Jane Austen lived her last years and wrote the most important of her novels. It is the more alarming that such arbitrary decisions can be taken without local consultation by a county council remarkable for the good taste and culture of its present and past chairmen. One can only assume that it originated from a lower level and passed unchecked. If so, it is a deplorable possibility. I shall be surprised indeed if, when note is taken of Chawton's indignation, the vandal " thin red line " does not suffer erasure. The Council has said that a public inquiry would not be held until 1960, suggesting that there is no need for residents to get hot under the collar at present. That is not true. Money is being spent all the time on making Jane Austen's cottage a worthy shrine. All concerned need to know at once that their money and their efforts are not being thrown away on a contribution to a suburban planner's nightmare.

Pawns in the Game.—I mentioned the other day some reasons which seemed valid to me why the utmost care and tact should be exercised in the publication of war diaries, memoirs and histories *within living memory*. I append another. When such publications throw light on the conduct of wars by the planners and the High Commands, it is likely that the average reader will be more than ever convinced that war is, and always has been, a most inhuman game of chess. No one can underrate the appalling responsibility and anxiety thrown on the leaders, political and military, but it is not good for them or pleasant for the public whom the war bereaved, if the general public learns too much about how the planners' wheels go round. Sometimes these war books suggest too much an enthralling game of chess from which the pawns come out badly, being not only ruthlessly but blindly sacrificed. We know and accept that leaders in a desperate struggle for survival cannot afford to be sentimentalists and humanitarians first and last, but (unless perhaps the prime virtue of such publications is to show up war in all its filthy futility) it is best to draw a veil over the quarrels, jealousies, madcap projects and abysmal incompetence which every war inevitably reveals in leadership. Such books, not least the most authoritative and well-written, are not good recruiting agents. Going back no further than the Peninsular War, if you have read Napier or *The Reason Why?* or the *Great Boer War*, or *Haig's* or *Repington's Diaries*, or the recently published *Gallipoli* or, last and not least, Bryant's *Turn of the Tide*, you, especially if you suffered bereavement in our wars, are likely to be shocked by the cosy setting and the hasty moves, the mad gambits and the pawn-slaughters, recklessly or optimistically conceived and too often incompetently executed, in this enthralling game of chess, the sport of kings, knights and castles, the funeral of expendable pawns. In that exciting game the pawns, you conclude, are made to appear almost disgustingly expendable. For me, at any rate, I can truly say that none of these quoted books has modified my opinion of war as supreme madness.

Shetland Wool Trade-marks.—I am interested in the prosperity of Highland industries, and not least in that of the Hebridean Isles, where the struggle to preserve the means of livelihood is always uphill work. Now, after a long campaign, the Shetland Wool Industries have secured the registration of the trade-marks they have sought as guarantees to buyers of their products that definite proportions of their genuine hand-knitted wools are composed of the wool of the Shetland breed. These proportions must be never less than half and may be much more. The new marks are not available to power-driven machine-products. The hope and expectation are that these new trade-marks will give a fillip to this important island trade and will justify a steady increase in the Shetland flocks. In these products Americans have long been interested and already have approved the quality of the new-marked samples sent out. That the claim for the quality of these genuine Shetland hand-knit products is justified has long been proved by the use of them by Arctic explorers, including Scott and the Everest fliers. Their merits are not only a combination of warmth and strength without equal, but, of course, of visual attraction also, and it is the last as much as the first which has long attracted overseas and English tourists. In each of the three trade-marks " hand-made," " woven " and " hand-knit " the operative words added are *in Shetland*." Buyers seeking the genuine article henceforth should examine all displayed products for these marks and guarantees.

THE OLD STAGER

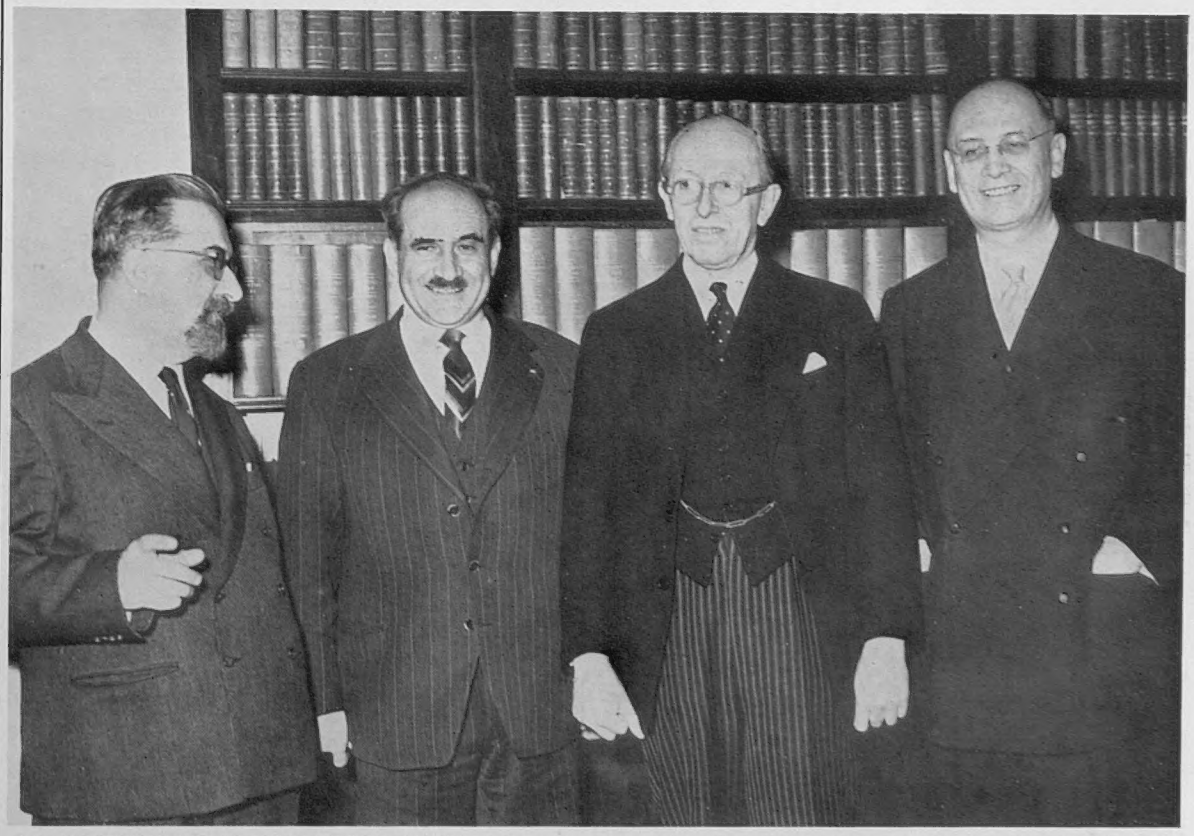
EUROPEAN FOREIGN MINISTERS MEET IN LONDON

DISCUSSING THE PROPOSED REDUCTION OF BRITISH FORCES ON THE CONTINENT OF EUROPE: A general view of the meeting of the Ministers of seven Western European Union countries at Lancaster House, with Mr. Selwyn Lloyd, Britain's Foreign Minister, who acted as chairman, at the far end of the table. The other countries represented are France, Germany, Italy and the Benelux countries. It was agreed that the British proposals should be considered again after the N.A.T.O. council had discussed them.

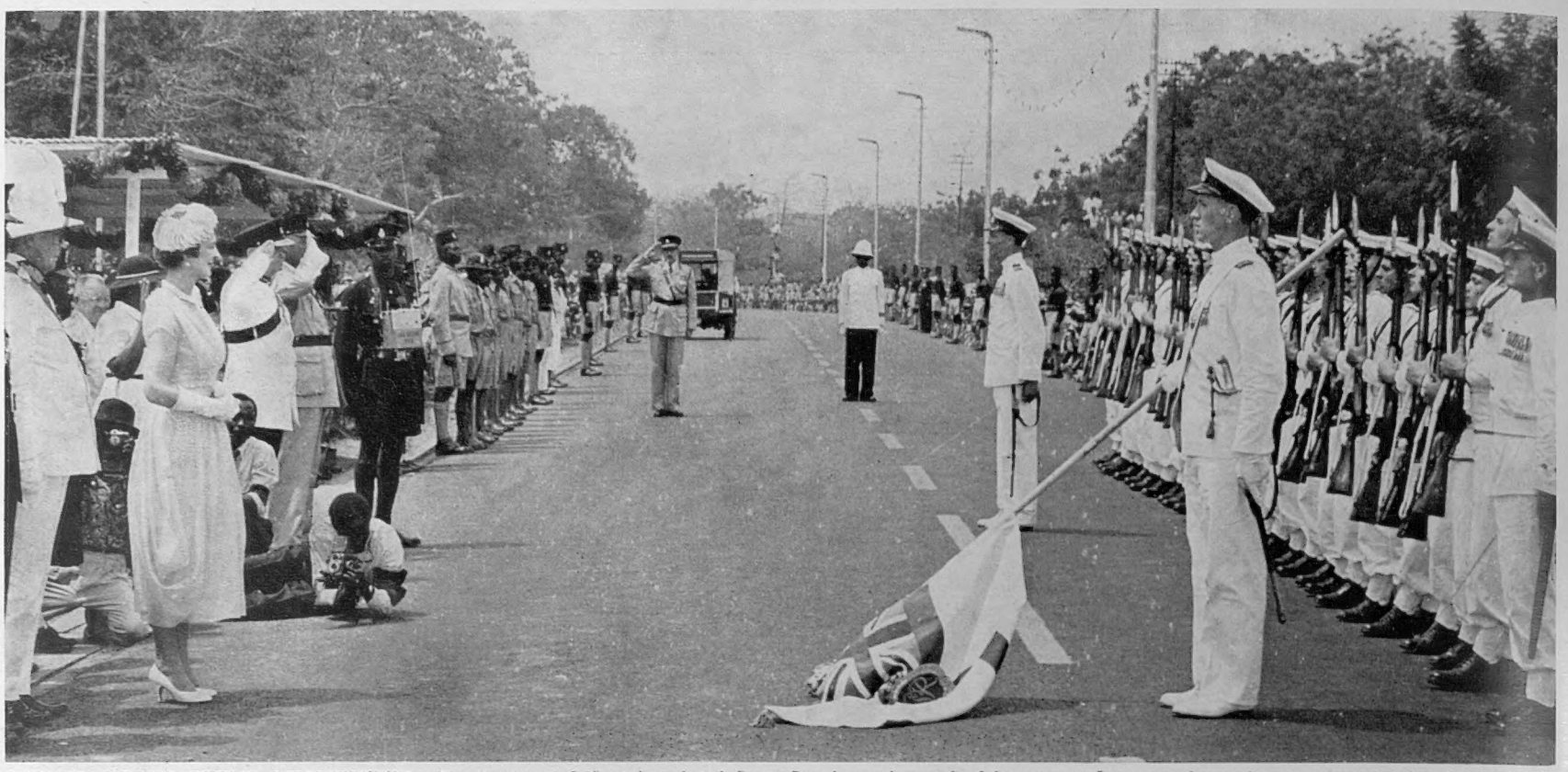
On left—

A CONFERENCE WITHIN A CONFERENCE: M. Albert Gazier, of France, leans back in his chair for a discussion with other members of the French Delegation. M. Pineau, the French Foreign Minister, did not attend the meeting in London as he was accompanying the Prime Minister, M. Mollet, on his meeting with President Eisenhower in Washington.

TALKING OF ATOMS



THE REPRESENTATIVES OF SIX COUNTRIES NEGOTIATING THE TREATY FOR A EUROPEAN ATOMIC ENERGY COMMUNITY (EURATOM) MEET IN LONDON: Lord Salisbury (second from right), Lord President of the Council, meets the committee of three who have been appointed by the Governments of Belgium, France, Germany, Italy, Luxembourg and the Netherlands. They are, from left, Professor Francesco Giordani (Italy), M. Louis Armand (France), and Herr Franz Etzel (Germany). During their stay in this country the members of the committee met Lord Mills, Minister of Power, Sir Edwin Plowden, chairman of the Atomic Energy Authority, and others engaged in atomic energy research. They also visited Calder Hall.



A SALUTE FOR THE QUEEN'S REPRESENTATIVE: The Duchess of Kent is saluted by a Royal naval guard of honour at Accra as she arrives to represent the Queen at the ceremonies for the independence of Ghana. Standing immediately behind her is Sir Charles Arden-Clarke, the Governor of the Gold Coast, who became Governor-General of the renamed State of Ghana last Wednesday. The West African country of Ghana is the ninth full member of the British Commonwealth of Nations.

THE NEW MEMBER OF THE COMMONWEALTH

Ghana Attains Full Self-Government

THE NEW GOVERNOR-GENERAL LEADS THE WAY: Sir Charles Arden-Clarke escorts the Duchess of Kent from the airport at Accra after her arrival from Britain. Among those who accompanied her was Mr. Butler, as the representative of the British Government.

A WELCOME FROM GOLD COAST CHIEFTAINS: These are some of a large number of chieftains who gathered in the centre of Accra to welcome the Duchess of Kent. Each of them was formally presented to Her Royal Highness.

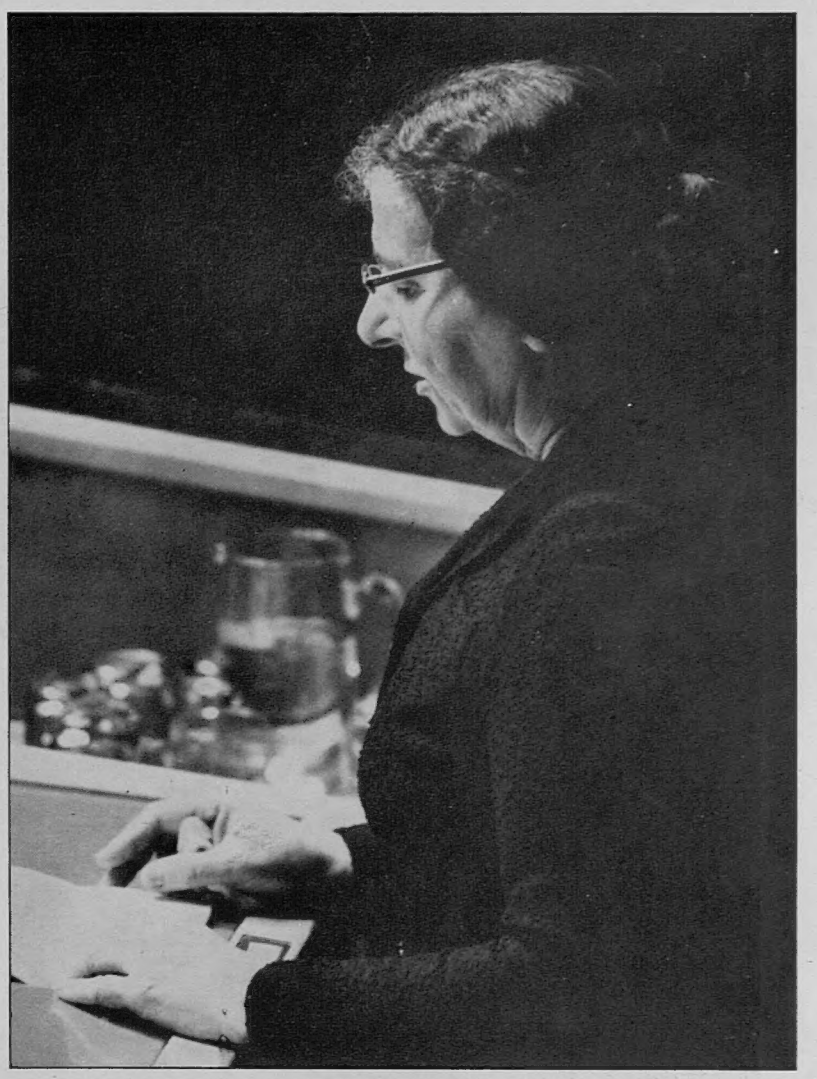
A PRAYER TO THE ANCIENT GODS TO BLESS THE NEW STATE: Fetish priests stand round a microphone as they prepare to pour a libation to their gods for the future of Ghana. The Duchess of Kent watches from centre of the dais in the background.

A BOUQUET FOR HER ROYAL HIGHNESS: A Brownie, with two Girl Guides behind her, presents flowers to the Duchess of Kent. The ceremonies in Accra reached their climax last Wednesday when Ghana formally became an independent State.

The News in Pictures

AN ARAB CONFERENCE IN THE UNITED NATIONS: Delegates of Arab countries confer in the Assembly after the Israeli Foreign Minister, Mrs. Golda Meir, had announced her country's decision to withdraw from Egyptian territory. From left are Charles Malik, Lebanon; Ismail Fahmi, Egypt (foreground); Fadil Mohammed Jemali, Iraq; and Mahmoud Fawzi, Egypt.

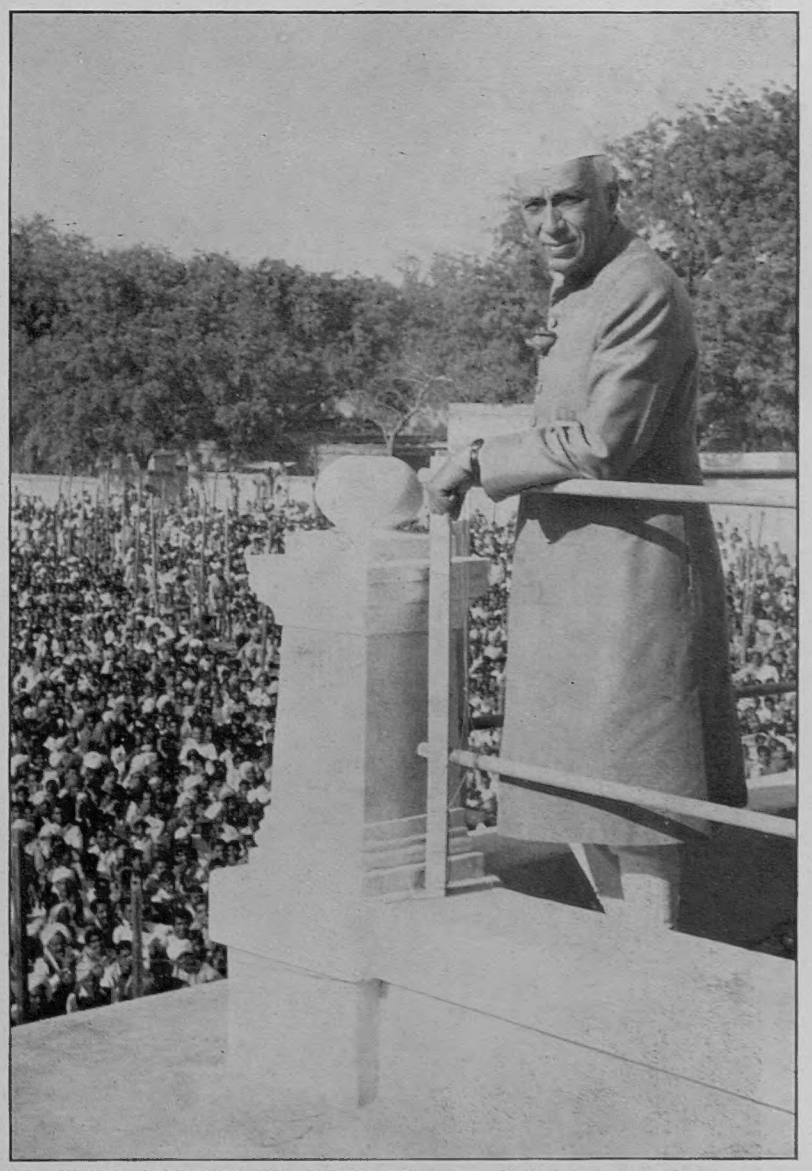
The relief in United Nations circles which followed the announcement in the General Assembly that Israel would withdraw from the Gaza Strip and the Sharm el Sheik region, turned to anxiety again when it became apparent that the Israelis were hesitating about their decision. The main reason for the second thoughts of the Israel Cabinet was a speech made in the General Assembly by the United States delegate in the United Nations, Mr. Cabot Lodge, after the announcement of the Israel withdrawal decision. In his speech the American delegate said that his Government believed that the future of the Gaza Strip must be worked out "within the framework of the armistice agreement." This was taken in Jerusalem to be a contradiction of the agreement which was reached by the Israeli Ambassador in Washington and Mr. Dulles. Later, Mr. Ben-Gurion announced that the withdrawal would begin.



THE ISRAELI FOREIGN MINISTER ANNOUNCES WITHDRAWAL: Speaking from the rostrum of the General Assembly, Mrs. Golda Meir announces the withdrawal of Israeli troops from occupied Egyptian territory based on certain "assumptions." The decision, however, was later given second thoughts in Jerusalem.

WAITING TO HEAR NEHRU: Indian women gather for an election meeting held by the Indian Prime Minister, Mr. Nehru, who is leader of the Congress Party, at Gurgoan, near Delhi. The polling during the election will continue for nearly a month in all the main regions of India. So far the results have shown considerable gains for the Congress Party, but there have been setbacks in a few states which have caused a certain amount of anxiety in the party authorities. Madras State, in the south, seems to be on the way to becoming a problem state as far as the Congress Party is concerned. In Madras, which is looked upon as being one of the most "intellectual" of the Indian states, the idea of the necessity of a strong Opposition party is being constantly advocated in the speeches of many of the leading public figures.

On left—
CHECKING THE VOTERS: The hands of women in the Punjab who have voted are carefully marked to ensure they do not vote again.



MR. NEHRU ADDRESSES HIS SUPPORTERS: The Indian Prime Minister stands on a balcony at Gurgoan, near Delhi, before addressing a meeting during his election campaign. The Congress Party has made considerable gains so far.

THE NEWS IN PICTURES

On left—

THE CAPTURE OF IMPORTANT TERRORIST IN CYPRUS: British soldiers search one of an EOKA band as he emerges to surrender from a cave in the Troodos Mountains. This was the prelude to a gun battle in which one man, believed to be the deputy leader of EOKA, defied a Security force of sixty for several hours. The operation began for the British when information was received from a shepherd that a band of EOKA terrorists was hiding in a cave completely hidden by bushes in the side of a mountain in the Troodos range. A party from the Duke of Wellington's Regiment set out by night and surrounded the cave. At dawn they called on those inside to surrender. At once four men appeared with their hands above their heads. They were searched and identified and it transpired that for two of them rewards of £5,000 were offered for capture. But the terrorists, on surrendering, said there was a fifth man remaining behind in the cave. He was Gregoris Afxentiou, also with £5,000 on his head, who was believed to be the second-in-command of the EOKA leader, Colonel Grivas. Afxentiou, stated his companions, was not prepared to give himself up but proposed to fight it out. One of the four captured men then volunteered to return to the cave and attempt to make Afxentiou change his mind. The only result was that Afxentiou kept him there and opened fire on the troops with a Bren gun. The British replied with machine-guns and rifles but the terrorist, though wounded, refused to yield. His companion who had gone back to try to dissuade him was able to escape but, after some hours of firing in the pouring rain, it became apparent that stronger methods would be necessary. When one British soldier had been killed by a bullet, Royal Engineers lowered explosive charges to the mouth of the cave, blew in the front of the hide-out and killed Afxentiou. The battle did not end until early afternoon. The twenty-nine-year-old dead terrorist had been a hunted man for two years.

THE CONCLUSION OF THE ARAB LEADERS' CONFERENCE: In the Kubbeh Palace in Cairo are seated, from the left, President Kuwatly of Syria, King Hussein of Jordan, King Saud of Saudi Arabia and President Nasser of Egypt. They were signing the communique after their three-day conference. They had agreed on six points concerning Arab rights in the Middle East, the Suez Canal, the need for Israel to withdraw from Sinai, compensation to Egypt for recent damage "caused through aggression," support for Algerian Arabs, and British "aggression" against Yemen. King Saud was stated to have reported on his recent conversations with President Eisenhower in Washington.

A STEEL "CORSET" FOR THE ROOF OF ST. CLEMENT DANES CHURCH IN THE STRAND: This view, looking down on the church, shows work in progress on the frame which will carry both the roof and all the moulded plaster work of the ceiling. On the left is part of the Law Courts.

At St. Clement Danes Church in the Strand, which is being restored after wartime damage as the Central Church of the Royal Air Force, workmen are fitting a steel "corset" which will hold together the frame of the building. Over the apse, the roof slopes down to the east window in two steps, which are curved in two planes like quarter-spheres. When the steel contractors, John Booth and Sons, of Bolton, began to make these curves, they found they were so irregular, in conformity with the original walls, that their radii were not constant. It was impossible to construct such curves except by trial and error, so the whole of the steelwork for the east end of the church was set up in the Booth works at Bolton, in order that the apse section could be fitted by hand. A few weeks ago the recast bells of the church were returned for naming and dedication at a ceremony conducted by the Chaplain-in-Chief of the R.A.F.

PRINCESS CAROLINE IS BAPTISED IN MONACO: Prince Rainier and Princess Grace, holding the baby princess in her arms, wave from the flower-strewn balcony of the Palace in Monaco after they had returned from the Cathedral, where the baby had been baptised Caroline Louise Marguerite. The baby wore the christening robe, embroidered with lace, which Prince Rainier had worn for his own baptism. *On left*—The Bishop of Monaco lays his hand on the baby's head during the ceremony. Other bishops also took part in the service, during part of which Princess Caroline was held by her nurse. The journey to and from the Cathedral was watched by big crowds.

HE KABAKA OF BUGANDA IN TANGANYIKA: His Highness Mutesa II (second from the left) is greeted in Dar-es-Salaam. Kneeling on the right are some Buganda residents in Tanganyika. The Kabaka was going on a shooting trip in Portuguese East Africa. In Dar-es-Salaam he met Sir Frederick Crawford, the new Governor of Uganda, who was on his way to Kampala.

THE NEW GOVERNOR TAKES OFFICE IN UGANDA: At a ceremony in Kampala, Sir Frederick Crawford takes the oath of office which is being read to him by Mr. C. H. Hartwell (right), the Chief Secretary. On the left is the Chief Justice of Uganda, Mr. A. McKisack. Sir Frederick Crawford, formerly Deputy Governor of Kenya, succeeds Sir Andrew Cohen, who has gone to New York as permanent Representative of the United Kingdom on the United Nations' Trusteeship Council.

THE NEWS IN PICTURES

On right—

INAUGURATING A TRANS-POLAR AIR ROUTE: The scene at Kastrup Airport, Copenhagen, before the departure of a DC-7C of Scandinavian Airlines inaugurating the world's first regular trans-Polar passenger service between Copenhagen and Tokio. A second Scandinavian airliner took off from Tokio and the two exchanged greetings over the Pole. In the plane flying to Tokio was the Danish Prime Minister, Mr. Hansen, who broadcast a message to the world during the flight in which he said that the "great pioneering exploit was a token of international co-operation." The service will link Scandinavia and Japan in 30 hours, 22 hours less than the previous route which was by way of the Middle East and Southern Europe. In all, the Polar route is about 2,300 miles less. With Mr. Hansen in the plane from Copenhagen were Prince Axel of Denmark, Mr. Lange, the Norwegian Foreign Minister, Mr. Lindell, Swedish Minister without portfolio, and Mr. Thor Heyerdahl, Norwegian geographer and leader of the Kon-tiki expedition. In the sister aircraft flying from Tokio were Prince Mikasa, the youngest brother of the Emperor of Japan, and Princess Mikasa. The new route had been planned by the Scandinavian Airlines System for four years. The inauguration flight opens a twice-weekly service between the two capitals of Copenhagen and Tokio. The single tourist-class fare for the journey will cost £235.

Below—

THE TRANS-POLAR FLIGHT CELEBRATED IN HAMLET'S HOME: A State banquet is given by the Danish Foreign Minister in Kronborg Castle, Elsinore, to celebrate the inaugural flight over the Pole from Copenhagen to Tokio. In the foreground two servants hold ancient Danish heraldic trumpets as the banquet begins.

FROM BRUSSELS TO PARIS BY HELICOPTER: Twelve-seater Sikorsky helicopters of Sabena, Belgian World Airlines, prepare to take off during the inauguration of the regular Brussels-Paris helicopter service. The flight, linking the two capitals, takes about 1 hr. 45 mins.

ACROSS THE ATLANTIC IN A LIGHT AIRCRAFT: Two men who crossed the Atlantic in a small twin-engined Piper Apache aircraft are photographed at Dublin Airport after their flight from America. From left are Captain A. C. Morgan, Mrs. Morgan, and the American co-pilot Mr. Max Conrad. The plane, which has a normal range of approximately 750 miles, completed about 2,000 miles before touching down at Dublin. The Piper Apache took off on its journey from Boston, Mass. On its fuselage it bore the name of an Irish Air Charter Company.

AT ISSY-LES-MOULINEAUX, IN PARIS: A Sabena helicopter is about to land at the new heliport in the French capital during the inauguration of the Brussels-Paris helicopter service. The eight helicopters, have a cruising speed of about 100 m.p.h. At the moment they are scheduled to make two round-trip flights each day except Sunday, but this will be increased next month. Each helicopter has two passenger cabins on the lower deck. In case of an emergency landing on water, the wheels of the helicopters are fitted with devices which, when inflated by the pilot, become large pontoons.

A WORLD-WIDE BROADCAST BY THE PRESIDENT: Mr. Eisenhower sits in a studio in Washington just before starting his world-wide broadcast to mark the fifteenth anniversary of the Voice of America. He appealed for the friendship of those living under the "tyranny" of Communism and told the Middle East that any nation threatened by the menace of international Communism and asking for American help "can count on our help." The Voice of America is the United States official Government radio and broadcasts to the world in numerous languages. It is in some ways the American counterpart of the B.B.C. Overseas Services, which are Government-subsidised but not Government-controlled on matters of policy.

WASHINGTON SCENE

Presidential Engagements; M. Mollet's Visit; A Bi-partisan Conference on Middle East Policy

MR. DULLES HOLDS AN ALL-PARTY CONFERENCE: With the Secretary of State are Senator B. Lyndon Johnson (left), the Democratic majority leader, and Senator William F. Knowland, the Republican floor leader. They had been conferring for nearly two hours with Mr. Dulles in his house in Washington. The subject under discussion was the Middle East. With the two Senators were other leaders of their respective parties. Later Mr. Johnson, with Mr. Knowland standing beside him, told newspaper correspondents that they had "a frank exchange of views and thorough consideration of various amendments introduced to the resolution on the Eisenhower doctrine to be introduced into the Senate." He said that he and his colleagues appreciated the Secretary's "frankness and assured him that his views will be given every consideration."

A BRITISH ARTIST RECEIVES AN INTERNATIONAL ART AWARD: Mr. Ben Nicholson receives from President Eisenhower the £3,570 prize for art awarded for the first time by the Guggenheim Foundation. Centre is Mr. H. F. Guggenheim, Chairman of the Foundation.

THE FRENCH PREMIER AND FOREIGN SECRETARY IN WASHINGTON: *Left*—**M. Mollet (second from left) and M. Pineau talk with Mr. and Mrs. Dulles before the dinner given in Washington by the Secretary of State for the two visiting Frenchmen.** *Right*—The President, the Secretary of State, the French Prime Minister and the French Foreign Secretary pose for pictures to be taken during their talks in the White House. On his arrival in New York M. Mollet had told the Press that he intended to stress to Mr. Eisenhower that freedom was a special responsibility of France, Britain and the United States, "the old and faithful allies in two struggles against aggression."

ATLANTIC SENTINEL

On Gough Island, in the Tristan da Cunha Group, a Weather Station has been Established for the International Geophysical Year

A "WINDOW" TO A REMOTE AREA OF THE ATLANTIC OCEAN: Beyond the natural archway formed by the rocks on the coast of Gough Island lies the M.V. *Tristania*. The ship had brought members of the South African scientific party, who are spending the next twelve months on this isolated Atlantic island in the Tristan da Cunha Group.

THE ONLY LANDING ON GOUGH ISLAND: Glen Beach has the only shore where it is possible to land on Gough Island. In the background is the curiously-shaped formation known as the Dell Rocks. South African scientists have gone to the island for the International Geophysical Year.

GOUGH ISLAND came into the news in the middle of last January. The Duke of Edinburgh paid a visit there on his voyage home from the Olympic Games and Antarctica. His purpose was to meet the four South African weather men who were stationed at the time on the island. He found one of them was ill and immediately had him taken to the Royal Yacht *Britannia*, where he underwent an operation for appendicitis.

Prince Philip's Commonwealth tour introduced many people to some of the little-known and rarely mentioned British possessions. Gough Island is a case in point. It lies in the South Atlantic and is one of the Tristan da Cunha Group. Besides Tristan and Gough the other two are Nightingale and the suitably named Inaccessible Islands.

Gough is about 8 miles long and 4 miles broad. It is really a vast rock rising in the centre to mountain peaks nearly 3,000 ft. high. It has only one short stretch of shore, known as Glen Beach, where it is possible to land. It is therefore not surprising that it should have no regular human population, though it is the home of seals, penguins and many other species of sea-birds.

SCIENTISTS COME ASHORE: Members of the expedition sponsored by the South African Government unload stores from a boat drawn up on Glen Beach. They have joined those who established a meteorological station on Gough Island last year. The island is 8 miles long and 4 miles broad. It is a British possession, 220 miles south of Tristan da Cunha, in the Dependencies of St. Helena.

Nevertheless it is sometimes visited and becomes a temporary dwelling-place for men. It was annexed into the British Empire in 1816, but for nearly a century it was only an occasional calling place for whalers or for ships driven off course. About forty years ago some diamond prospectors made a survey but soon decided that the island offered them little hope of wealth.

It was not until a year and a half ago that Gough Island began to come into its own. In November 1955 the Gough Island Survey landed there. This was a private expedition undertaken by the group of scientists from Cambridge University. Among its members was a South African, Mr. J. J. van der Merwe. When the Survey's work was completed he stayed there and was joined by three other South Africans.

Their task was to prepare a meteorological station from which weather observations could be taken by a larger South African party during the International Geophysical Year of 1957-58. This South African Geophysical Year Expedition has recently landed on Gough Island and is now engaged in establishing itself. They sailed there in the M.V. *Tristania* which carried for them plentiful stores, as the island has few natural food supplies for human beings.

Gough is 220 miles to the south of Tristan da Cunha, where an important meteorological station has been in existence for some years. The South Africans on Gough are working in conjunction with the weather men on Tristan. The former island has far better conditions for the employment of balloons carrying radio equipment. At Tristan balloons tend to disappear in the mountains, but experience has already shown that this is not the case on Gough.

IN SPRING-TIME: A male yellow-nosed albatross preens and fans its tail while its mate gazes up with devotion during the courting season for birds on Gough Island.

AN ISLAND WITH NO REGULAR HUMAN POPULATION: The steep, grim coast of Gough Island explains why it has never been regularly inhabited by Man. Apart from attracting occasional scientific parties, it is sometimes a port of call for whalers. Some forty years ago it was surveyed for diamonds.

On left—
A LIDO FOR ANIMALS: A penguin waddles past seals basking on the beach. The penguin colony can be seen half-way up the cliff on right. Seals and sea-birds are regular inhabitants of Gough Island.

"LOT'S WIFE": This aptly-named giant formation of rock is some 350 ft. high and lies off the coast of the rarely-visited British Island in the South Atlantic Ocean.

EDINBURGH PEAK: The highest point on the island was named nine months ago after the Duke of Edinburgh. Last January Prince Philip visited the island on his way back from Antarctica and took off from the scientific station a man who was suffering from appendicitis. He was operated on in the Royal Yacht *Britannia* and then taken to Tristan da Cunha.

PARIS PREPARES FOR THE QUEEN

A Splendid Programme is Planned for Next Month's Royal Visitors to France

By GEORGE SLOCOMBE

PARIS, March.

THE colour films and photographs of next month's Royal visit to Paris will make an enchanting record for the Queen's children, and it almost seems as if the planners of the programme had this charming thought in mind. The scenario of the film is rich, gay and diverse—Paris in all her spring-time glory, with the chestnuts in blossom, the floodlighted Seine by night, with all its bridges and monuments in brilliant relief, as the Queen and the Prince sail by in a Royal barge ; the historic Louvre by candlelight ; a day in the galleries and gardens of the Château de Versailles and the Trianon, with a gala performance in the newly-restored theatre of Louis XV, first opened in honour of Marie Antoinette on her marriage to the future Louis XVI.

In the Louvre the Queen and the Prince will dine in the Hall of Cariatides, in the old palace built by Henri II, the father-in-law of Mary Queen of Scots, who was accidentally killed in a tournament by Montgomery, captain of his Scots Guards. A monumental fireplace with the Royal initial H. II may be seen at one end of the hall. The walls will be hung with Renaissance paintings, including Titian's marvellous portrait of François I, and perhaps da Vinci's Mona Lisa, if it has recovered from its recent desecration by a deranged Brazilian student.

During their day at Versailles the Royal visitors will be given another banquet—this time in the Hall of Mirrors, where the Treaty of Versailles was signed. The guests will sit at a long table, facing the gardens and the fountains.

The Queen's express wish to visit Malmaison, the romantic house of the Empress Josephine midway between Paris and St. Germain, and the scene of Napoleon's last days in France before his exile, has delighted the many Bonapartists here. After the massive relics of the Empire period to be seen in the Louvre and elsewhere, Malmaison is intimate and touching, full of sentimental evocations of Josephine and Napoleon in their less dramatic and happier moments. Malmaison is not too well known, and the Royal interest in the place should stimulate the tourist trade there.

Among the more serious items on a heavily-charged programme for the Royal guests are a visit to the atomic pile baptised " Zoé " at Saclay, just south of Paris (for the Prince alone), and a trip to the mammoth State automobile factory at Flins, for both Queen and Prince. Flins is on the Seine near Mantes, and from it can be seen the towers of the church where William the Conqueror was thrown from his horse and killed. I drove out to Flins recently in blinding rain. Half of the journey is made on the Autoroute de l'Ouest, the most beautiful if far from the longest motor road in Europe. It cuts through the ancient Royal forest of St. Germain, and the trees which line the road are of great beauty and diversity.

The Royal visit will end with a visit to Lille, the capital of Northern France, a textile city which is not only of considerable interest to British manufacturers and traders, but also a close neighbour of Premier Guy Mollet's own native town of Arras. At the moment the ladies of Lille, like the ladies of Paris, are being instructed by an enlightened Chef du Protocole in British Court etiquette, the art of the curtsey as it is practised in Britain (" just a *soupçon* of stiffness is fashionable in London "), the length of evening gowns and gloves, and the correct way to reply when addressed by the Queen.

FLOODS IN PARIS : The Seine overflows its banks by one of the bridges in the French capital. On the day this picture was taken the river had risen over 9 ft. above its normal level at some points. Although this was 5 ft. short of danger level, it was feared the Seine might continue to rise and soon be closed to traffic.

A NEW "QUEEN OF THE BOULEVARDS": Zizi Jeanmaire is the star at the Olympia music hall. Many regard her as the successor to the great Mistinguet.

The late Mistinguet's powerful personality, rich, husky voice and well-displayed, highly-publicised legs (even at eighty) dominated for so many years the music-hall and boulevards of Paris that she has been difficult to replace. In her own world, in her own style, she challenged and defied comparison. In her heyday she was unique. But a young dancer and singer with long, slim legs, a roguish smile and a charming air of simplicity now bids fair to become a second Queen of the Boulevards. Her name is Zizi Jeanmaire, and she leads the new show at the Olympia music hall where until recently Maurice Chevalier was giving an astonishing one-man performance. Zizi's opening night at Olympia, carefully organised, won approval from an equally carefully-selected audience of first-nighters, critics and elegants—the " Tout Paris," as they are called. She had an enthusiastic reception.

Zizi has accomplished an astonishing transformation of her personality and talent in mid-career. From being star-dancer in the ballets of her husband, Roland Petit, she has become a star of the music hall—no mean field for her skill, but a very different medium, with a very different audience. On the stage she retains the long black tights in which she rehearsed for the ballet. They contribute not a little to the piquancy of her *gavroche* stage personality, the artful simplicity with which she sings and mimes her monologues. She has a graceful close-cropped head of untidy black hair, wears a boy's shirt open at the throat and with her long black legs and her curiously haunting voice, good enough but not too good, a little off-key, deliberately, she is highly effective in the limited songs of her repertoire—*complaintes* in the style of Villon and Verlaine.

If there is any fault to be found in her first appearances, brilliant as they have been, it is perhaps that Zizi evokes too directly the spirit and the manners of the " Belle Epoque," the Paris of the turn of the century. It is not her own period. She is too modern for it. She incarnates too brilliantly the Paris of 1957, the pony-tailed young beauties of St. Germain des Près, the Existentialist camp-followers of Jean Paul Sartre, to be wasted on scenic nostalgia for the lost triumphs of 1900.

At present Zizi dances much more successfully than she sings. This is only natural after her long training in the ballet. But the voice and the personality are there, and I wonder if the great, unforgotten Mistinguet had as much of either at Zizi's age.

I dined one evening lately at a restaurant in the Place du Tertre, the scene of the painter Utrillo's unhappy childhood and later artistic masterpieces. The picturesque little square has changed considerably since Utrillo's day. It is over-crowded with tourist-publicity, vulgarised like the once primitive village of Lourdes. But in the background the white dome of the Sacré Cœur, the familiar landscape of all Utrillo's Montmartre pictures, still towers over the scene. (Sacha Guitry, aged, ill and unrecognisable in a Landru beard, has a magnificent Utrillo on the wall of the bedroom from which he has recently directed a new film.)

Utrillo is not, perhaps, well served in his posthumous celebrity. His widow, Lucie Valore, who paints butterflies and Pekinese and regularly exhibits her efforts in the gallery which specialises in the masterpieces of her late husband, has written a book on Utrillo (and herself) in which she claims that Utrillo was the son of the well-known mural painter Puvis de Chavannes.

This may be so, although there is no evidence of it, and Puvis de Chavannes has been dead these sixty years and would not have approved of Utrillo's style in any case, and still less of the paintings of Lucie. But the story has created a flutter of interest in art circles, and collectors of Utrillos will now look out for cheap specimens of the work of Puvis de Chavannes.

THE MODIFIED COMET 3 TAKES OFF: The re-engined de Havilland Comet 3 development prototype retracts its wheels after leaving the runway at the company's airfield at Hatfield, Hertfordshire. It is now powered by four Rolls-Royce Avon RA.29 turbojet engines—the same as those to be fitted in the new Comet 4s and 4As ordered in quantity by B.O.A.C. and by Capital Airlines of the United States. The aircraft made its first flight on July 14, 1954, but it was then fitted with RA.26 engines, less powerful version of the Avon turbojet. In this former guise the Comet 3 successfully completed a round-the-world demonstration and service test flight in December 1955.

A NEW COMET FLIES

A More Powerful Version of the Comet 3 is Under Test

The new Comet 3 airliner, fitted with Rolls-Royce Avon RA.29 engines, made its first test flight, lasting 2 hrs. 40 mins. last week. When it landed the pilot, Mr. John Cunningham, said the Comet had behaved admirably and that the test had been entirely satisfactory.

The Comet 3 will now embark on an extensive period of development flying directed towards the Comet 4 and 4A airliners which have been ordered by B.O.A.C. and Capital Airlines of America. It embodies many of the standard Comet 4 features—including the same powerful new Avon engines. Delivery of Comets to the airlines is expected to begin in the latter half of 1958.

The twenty Comet 4s ordered by B.O.A.C. and four by Capital Airlines will differ from the Comet 3 test aircraft in having a redesigned fuselage and increased fuel tankage. They will carry sixty first-class passengers over a stage length of 3,000 miles. Alternatively the Comet 4 will carry seventy-six tourist-class passengers over a stage length of 2,700 miles. Capital Airlines have also ordered ten Comet 4As. This is a medium-range version of the Comet 4, designed to carry seventy first-class or ninety-two tourist passengers over maximum stage lengths of 1,880 to 2,730 miles. There are at present three military versions of the Comet in service.

TEST PILOTS: Standing beside the new Comet 3 are its second pilot, Mr. Peter Bugge (left), and Mr. John Cunningham, de Havilland's Chief Test Pilot.

On left—

COMING IN TO LAND: The Comet 3 approaches the runway at Hatfield after its first test flight last week.

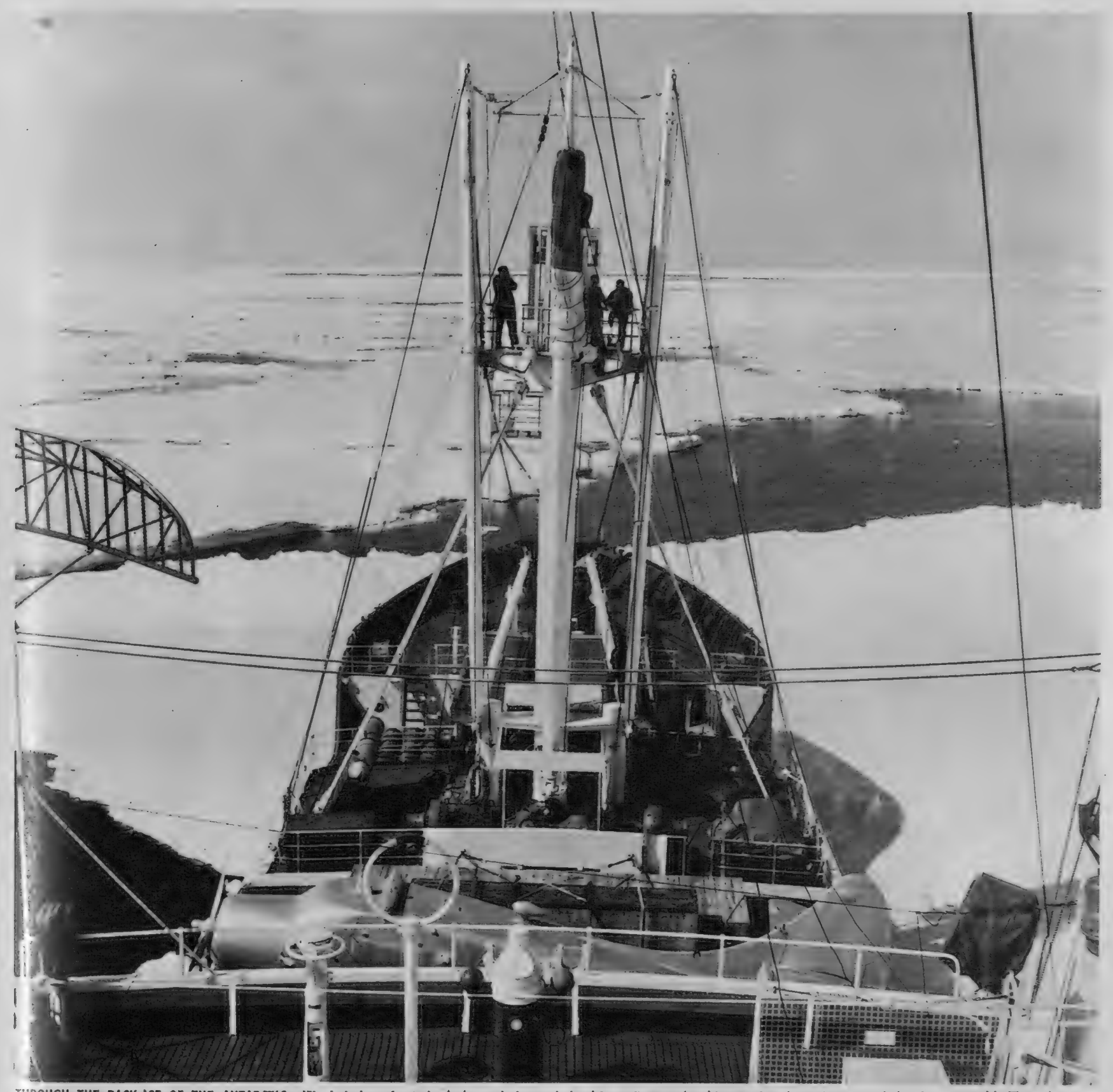
A "ROCKING-CHAIR FISHING PIER" IN OKLAHOMA: This is the name which has been given to a large building floating on Fort Gibson Lake, at Wagoner, from which visitors can fish in comfort, subject to weather conditions. The floating construction, close to the lake's bank, consists of a spacious room, 86 ft. by 36 ft., enclosed with insulated walls and surrounded on all sides by a porch where the fishermen relax with their lines. They can use the chairs provided on the porch or recline in rocking-chairs. Inside the room there is thermostatically-controlled heating. Fishermen visit the pier day and night throughout the year, and the promoters say that the average daily catch is over 1,000 fish. The picture is published by courtesy of the *Daily Telegraph*.

FISHING UNDER COVER

Novel Devices for Fishermen in the United States and Canada

On left—

A "FISHING VILLAGE" IS SET UP ON THE FROZEN SAINTE ANNE RIVER IN QUEBEC: Local people and visitors have erected their cabins on the ice while they fish for tommycod in the frozen river at Ste. Anne de Laperade. Some of the cabins are prefabricated and have been carried to the site by car and horse-drawn sleigh and assembled on the spot. They are equipped with electricity, stoves and radios, and some with television sets. For a small fee the local ice-cutter will oblige by slitting a trench in the thick ice, and all is ready for the fisherman to start operating. It is said that the veteran fisherman can haul in more than 1,200 tommycod in one night. Best fishing is at high tide, which rises 12 ins. at Ste. Anne. Much of the fish is sold at markets on the spot.



THROUGH THE PACK-ICE OF THE ANTARCTIC: Watch is kept from the lookout platform of the *Magga Dan* as the ship carrying the main party of the Commonwealth Trans-Antarctic Expedition makes her way through the Weddell Sea. The ship disembarked the explorers with stores and equipment at Shackleton Base, established last year in Vahsel Bay. Through the coming Antarctic winter preparations will be made for the crossing of Antarctica over the South Pole, on which the expedition hopes to start at the end of this year.

TOWARDS THE SOUTH POLE

The Arrival of the Commonwealth Trans-Antarctic Expedition at its Weddell Sea Base; from there the Crossing of the Frozen Continent over the South Pole will be Attempted

AS spring comes to Britain, the days in Antarctica are rapidly drawing in. The sun never sets during the three months of Polar summer, which finished last month. Each day its rays are seen lighting the snow for shorter periods. In the middle of next month it will sink out of sight and not rise above the horizon until August. For perhaps sixteen weeks the night of the Antarctic winter will descend upon the unknown continent of endless ice and eternal snow.

Yet in this twilight the vast expanse of Antarctica will perhaps be more inhabited than it has ever been before. If one could take a bird-like view of the mountainous mass of 5,000,000 square miles which rise at the end of the world, one would discern a number of minute pin-pricks far removed from each other. These are the bases of the parties which have come to Antarctica for the Geophysical Year of 1957-58.

There are pin-pricks in the Australian territories, in the Ross Sea (New Zealand and American bases) and in other parts. But undoubtedly for the next year the main interest of the world is going to be concentrated upon a point in Vahsel Bay, in the Weddell Sea.

Here Dr. V. E. Fuchs and the members of his Commonwealth Trans-Antarctic Expedition are preparing to pass the Polar winter. When, next autumn, the sun is high in the Heavens and night does not exist, they will set out to add another great achievement to the epics of mankind—the crossing of Antarctica over the South Pole.

Before Dr. Fuchs only one man has ever tried to put this ambition into practice. In 1915 the late Sir Ernest Shackleton, with his Imperial Trans-Antarctic Expedition in the ship *Endurance*, edged his way through the ice of the Weddell Sea. His plan was to make a land base in Vahsel Bay and from there cross over the Pole to the Ross Sea on the other side of the continent. It is now a matter of history that *Endurance* was caught in the Weddell pack-ice and that Shackleton had to turn back and lead his men through an epic journey over ice and snow to safety.

Some forty years later, the successors of Shackleton are established in a base camp on more or less the same spot from which he had planned to start his enterprise. But in 1957 the Polar expeditions have many aids which were unknown to their predecessors.

Aircraft, tracked vehicles, radio, these are only a few of the modern inventions which enable the explorer of the 1950's to have so great an advantage over Shackleton or Scott or Amundsen. Dr. Fuchs plans to reach the South Pole some time at the end of this year. There he hopes to be met by a New Zealand expedition, led by Sir Edmund Hillary, coming up from "the other side." Together they will return to the New Zealand base on the Ross Sea.

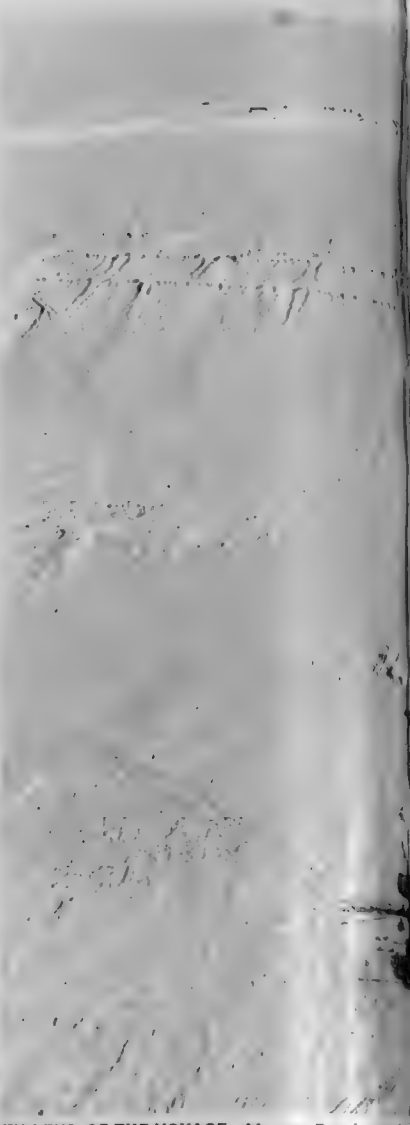
At the moment thousands of miles separate Dr. Fuchs and Sir Edmund. But by means of radio they are able to talk to each other in the gathering gloom of the winter twilight. In other words, Polar explorers are no longer really isolated. The modern expeditions are able to plan and to help each other in ways which would have been regarded as unbelievable by those who pioneered before them over the snow and ice.

Yet it should not be presumed that such a project as the Commonwealth Expedition's Trans-Antarctic crossing can be achieved without a display of the highest standard of human endurance. Dr. Fuchs and his companions will go on foot, day after day, through a desert of ice which has never yet been charted. Even the latest methods of

(Continued on following pages)

MOUNTAINS ON THE EDGE OF THE ANTARCTIC CONTINENT: The Tottan Mountains are to the east of the Weddell Sea and lie in Queen Maud Land. This picture was taken from the aircraft of the Commonwealth Trans-Antarctic Expedition on a flight made from the expedition's ship *Magga Dan* when she stopped at the Royal Society's Weddell Sea base in Halley Bay.

WINTER QUARTERS: *On left*—This vast packing-case, which had originally contained a Sno-Cat tracked vehicle, was used as a hut during the Antarctic winter by the advance party of the Trans-Antarctic Expedition. Condensation inside caused water to drip regularly. *On right*—Mr. Tony Stewart carries his meteorological observation notebook from another of the huts.



THE END OF THE VOYAGE: *Magga Dan* is seen fro her gives her the appearance of being bea the background are the cliffs of the Wedd

POLAR EXPLORATION IN MODERN STYLE: The C range inland from Vahsel Bay. The em means that much more can be accompli

TOWARDS THE SOUTH POLE

(*Continued from previous page*)

aerial photography cannot warn of most of the dangers which may lie in the deceptive white of the plains and mountains of snow. Nor should it be imagined that any but men of the strongest stamina can penetrate through the Weddell Sea to the coast of Antarctica. The Ross Sea, on the other side of the continent, is now comparatively well-known and charted. All the successful South Polar expeditions, including the flights of the American Admiral Byrd, have started from that area. Until last year the Weddell Sea had been a graveyard for hopes.

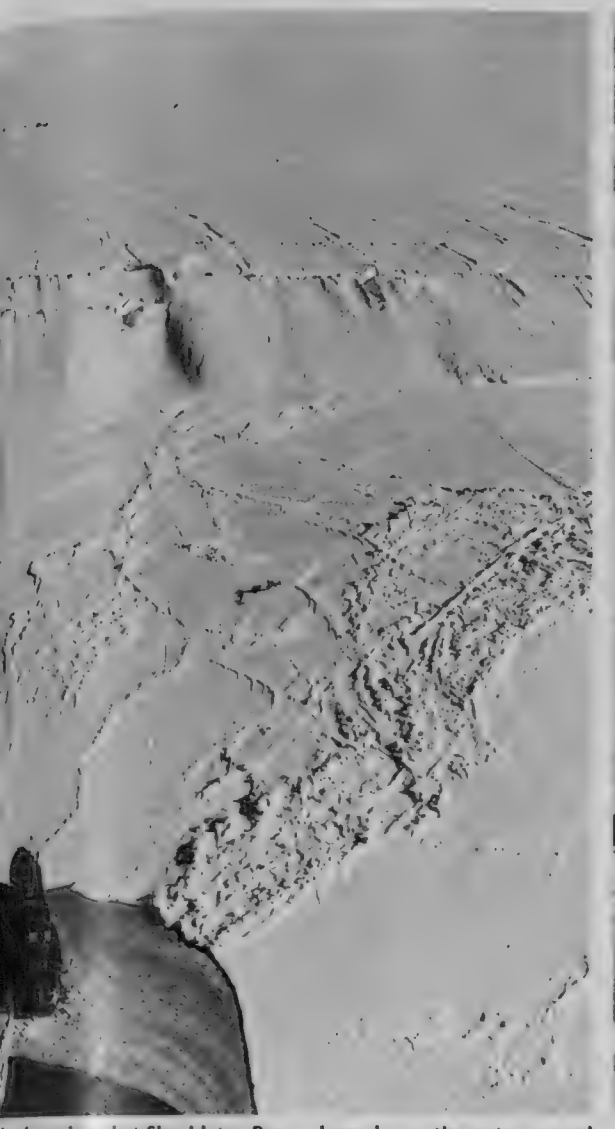
Twelve months ago Dr. Fuchs went through the pack-ice in the *Theron*. On arrival at Vahsel Bay he established his advance base and left his advance party there before himself withdrawing in the ship to return to Britain to make his final preparations. Last autumn he embarked in London—this time in the ship *Magga Dan*—and set out with his main party for his ultimate destination of the South Pole. Once they were in the south of the area of the Falkland Islands Dependencies they came into the pack-ice—a wicked menace which can grasp and toss a vessel, as it did Shackleton's *Endurance*, and send her to her doom.

Their voyage was not without adventure. But driving a channel to the eastern end of the Weddell Sea, Captain Pedersen, commanding the ship of the British explorers, eventually was able to anchor in Halley Bay, where another British expedition for the Geophysical Year, that of the Royal Society, is established.

At this point full advantage was taken of the modern means available to explorers. The *Magga Dan* carried an Otter aircraft as part of the expedition's equipment. Dr. Fuchs and three others set out on a flight to Vahsel Bay. They were able to wireless back to Captain Pedersen the conditions of the Weddell ice over which they were passing. When they landed at their own advance party's base in Vahsel Bay they were the first men from the outside world their fellow explorers had beheld for nearly a year.

Shortly afterwards the *Magga Dan* herself arrived at Shackleton Base and the reunion of the main and the advance parties was complete. The next task was the unloading of stores and equipment, for *Magga Dan* had to make a quick turn-round if she were to sail back through the ice while it was still open. But however busily he was engaged, everyone wanted to hear something of

(*Concluded on page 384*)



...he air anchored at Shackleton Base. Loose ice on the water around ...d. The tracks running to the left lead to the huts of the base. In ...ea "coast." This terrain is now being charted by the Expedition.

A WELCOME SIGHT: The Trans-Antarctic Expedition's ship edges her way through the ice of Vahsel Bay to her anchorage. She is watched from the ice pack by a member of the advance party which was left at Shackleton Bay a year ago and wintered there. This was the first sight of a ship which the advance party had for nearly twelve months.

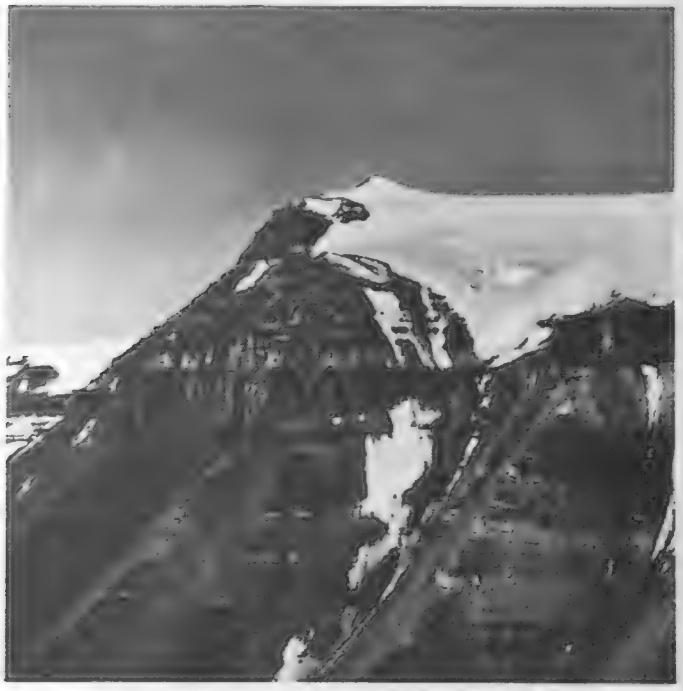
...ircraft has landed at the foot of the Theron Mountains, a ...ent of aircraft, tracked vehicles and other modern aids ...y the Polar expeditions to-day than by those in the past.

On right—...

HE CONTINENT WHICH STILL HAS TO BE TRAVERSED: The map shows the 5,000,000 square miles of the Antarctic continent with details of what has been achieved in the past and of the hopes of explorers in the near future. On land, Amundsen and Scott remain the two who have reached the South Pole. Shackleton in 1909 was 97 miles from his objective. It was Shackleton who later planned the most ambitious project of all, the crossing of the continent over the Pole. He failed. But now the Commonwealth Trans-Antarctic Expedition hopes to succeed on this epic undertaking. In Vahsel Bay, in the Weddell Sea, a British party is preparing to make the hitherto unachieved journey. They will follow the planned Shackleton route to the Pole and then proceed on the Scott 1912 route to McMurdo Sound. At the Pole they will be met by a New Zealand party from Scott Base who will go back with them to the Ross Sea.

AN ANTARCTIC HARBOUR: At Shackleton Base *Magga Dan* unloads stores on to the ice. The vessel started her return voyage from the Antarctic on January 28. She should reach Britain next week.

AN OCEAN OF ICE: From a deck of the *Magga Dan* the view is of an expanse of ice only occasionally broken by water. Through arduous conditions such as this the ship ploughed to the limit of the Weddell Sea in Vahsel Bay.



SUITABLE MINERAL FOR POLAR CLIMATE: The black cliff below a snow-clad peak of the Theron Mountains contains anthracite. In the Antarctic Continent the most abundant practical mineral is coal.

TRACKED VEHICLES COME ASHORE: Sno-Cats (on left and behind) and a Muskeg are unloaded at Shackleton Base. Although, with the departure of *Magga Dan*, Dr. Fuchs and his party are now entirely isolated, they can keep in touch by radio with the New Zealand party on the far side of the Antarctic Continent.

TOWARDS THE SOUTH POLE

(*Concluded from previous page*)

the experiences of the advance party which had behind it a winter in Antarctica.

Under Dr. Kenneth Blaiklock, its members had lived for most of the time in a huge crate which had once contained a Sno-Cat tracked vehicle and which they had converted into a hut. Conditions had not been comfortable. A rise in temperature had meant condensation inside and a dripping of water on everyone and everything. Added to this, the interior walls had become coated with ice. With such discomforts most of the party had preferred to make their sleeping quarters in tents. But it was quite obvious that no one would have foregone the experience and that much valuable knowledge had been gathered.

Magga Dan left Vahsel Bay on January 28. If all goes well she should arrive back in Britain in a few days' time. By now the Commonwealth explorers have been some weeks alone on the Antarctic ice-shelf. They cannot set out for the ultimate goal—the Pole and beyond—until next November when the summer returns. Meanwhile, until winter is fully upon them, much time is being spent in reconnaissance and in charting the unknown region in which they dwell. And when darkness falls there will be an abundance of activities necessary for the preparations for their great attempt.

It is sometimes asked why it is that more attention is being given by explorers to Antarctica than Arctica in the Geophysical Year. It is pointed out that the South Pole has been reached twice by land, and Shackleton on one of his expeditions marched to within 97 miles of it, while the North Pole has only once been conquered by land. But from the air the North Pole is rapidly becoming familiar. Since Byrd first flew over it there have been numerous aerial surveys and within the last few years, owing to the development of civil aviation, the Arctic has become of great importance to civil airlines.

Over the North Pole lies the shortest route between North Europe and North America and North Asia. Indeed, only last week Scandinavian Airlines inaugurated its service from Copenhagen to Tokio over the North Pole. In a few years' time there can be little doubt that many travellers will be carrying bags labelled " via North Pole."

Antarctica lies on no foreseeably important air routes. Further, it is a continent as opposed to the Arctic which is, in reality, a huge frozen ocean. The mountains and the plains of ice and snow which guard the South Pole naturally continue to attract explorers of all nations. Vast spaces remain to be charted, innumerable sources of scientific information to be tapped. Even when Dr. Fuchs has succeeded in carrying out his ambitious project of the trans-Polar crossing, only a fraction will have been added to our scant knowledge of Antarctica. It will still present one of the greatest existing challenges to the spirit of adventure in mankind.

A SCOTTISH HERRING PORT IN BANFFSHIRE: In this picture taken from the air can be seen the harbour and town of Macduff, which stands on the Moray Firth at the mouth of the Deveron, 46 miles north-west of Aberdeen. Created a burgh in 1783, Macduff was originally a fishing village called Doune until renamed by a Duke of Fife. To-day its harbour has grown and includes a basin and a slipway with facilities for shipping. Apart from the fisheries, its industries are connected with **shipping, boat-building, engineering and agriculture.** The town is also a popular summer resort, an open-air swimming-pool and an 18-hole golf course at Tarlair being elements in its popularity. The other side of the River Deveron is Banff, the two towns being connected by a bridge. Both Macduff and Banff have strong links with the Dukes of Fife, whose family name the former bears. Duff House, in Banff, was presented to the united towns by the family in 1906.

SEEN FROM ABOVE

Macduff, in Scotland; and the Lambeth Bridge Intersection in London

On left—
ROAD IMPROVEMENTS AT LAMBETH BRIDGE: This picture of the extensive road works in progress at Lambeth Bridge was taken looking down-river to Westminster. On right is Lambeth Palace. A new roundabout is to be constructed at this point in place of the former traffic lights and point-duty policeman. Hitherto the north-bound traffic tended to split into three separate columns, which added considerably to the congestion at the intersection. The work is expected to take nine months to complete at a cost of £53,000.

SOUTH AFRICAN BOYCOTT

Johannesburg Natives Boycott the City Bus Services

A series of boycotts of public transport services are the latest embarrassments facing the South African Government in its attempt to coerce the natives into accepting its *apartheid* policies. Boycotts have taken place in Johannesburg, Port Elizabeth and Pretoria despite every effort of the police and the city authorities to break them up before they developed. The biggest of these boycotts, that in Johannesburg, is the direct result of a rise in fares, but its deeper implications are part of the general native struggle against the Nationalist Party's programmes.

Some 50,000 natives are taking part in the Johannesburg boycott of the city bus services. Every morning the Africans, men and women, tramp ten miles into the city, returning by foot the same way at night after the day's work. So far the boycott has been running for over six weeks and there is no sign that the Africans are prepared to relax their self-imposed ban. Despite the planned attempts of the police to impede them and the difficulties placed in their way they still continue to walk to work from the segregated areas in which they are forced to live. The cry "Zikwelwa" (We shall not ride) has been taken up as a rallying cry that is heard daily along the long dusty roads leading into the city. The application of the *apartheid* policy of the Government has meant the enforced move of the Africans several miles out of Johannesburg, causing them to have to pay much more than before from their limited earnings to travel to their jobs in the city. Not altogether unreasonably the Africans claim that those who insist that they live so far away from the white sections of the city should pay the increased transport costs which *apartheid* brings with it.

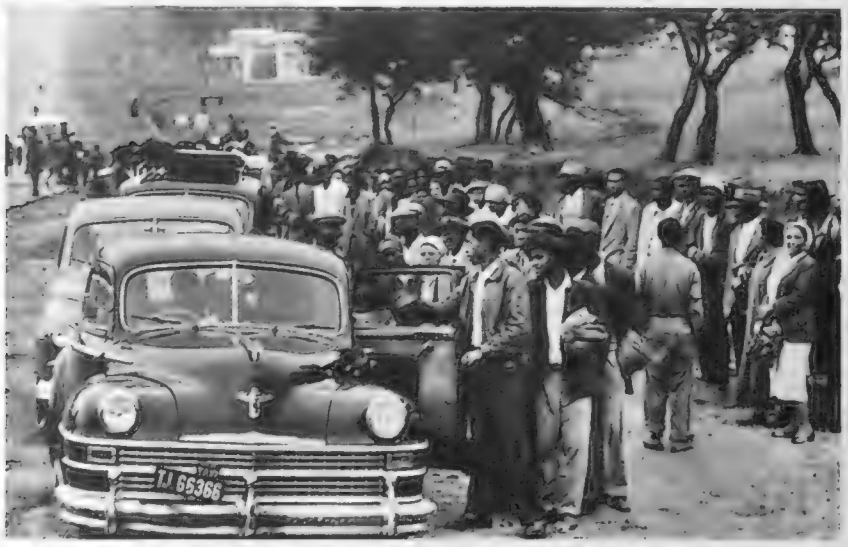
An aspect of the boycott which has proved a particular embarrassment to the police is the help given to the natives by white motorists, many of them women, who, admiring the courage and solidarity with which the campaign is being carried out, have driven along the roads leading into Johannesburg giving lifts to the boycotters. This support has brought an official reaction in a warning that transportation laws forbidding such "unauthorised lifts" will be brought into force by the police. Meanwhile, the buses of the boycotted company have been moved into a military parking ground, where they are kept under a day-and-night watch by armed guards.

Recently a proposal for ending the boycott was rejected by an African committee after being put forward by the Johannesburg Chamber of Commerce. The proposal suggested that employers should pay their native workers an extra shilling a week to meet the rise in fares which was the original cause of the boycott. Although most of the Africans would like to see an end to the ban with its daily imposition of a twenty-mile walk, the proposal was rejected. The extent of the African determination to fight *apartheid* by every means available was also shown at Port Elizabeth, where the end of the city's twelve-day bus boycott marked the beginning of an "economic boycott" against all goods produced in "Nationalist-controlled" factories.

THE LONG WALK INTO JOHANNESBURG: Native women, some of them with babies on their backs, join their menfolk on the long walk into the city. The Africans were boycotting the city bus services in protest against a fare increase. The boycott involved a ten-mile walk through many police checkpoints into Johannesburg from the segregated areas and a return walk of the same distance at night.

ON THE ROAD INTO THE CITY: *Left*—African women, most of them servants in the homes of white business people, near the end of their walk. *Centre*—A cyclist carries a passenger on an improvised side-car. *Right*—Some of the more fortunate natives get a lift on the back of an old pony cart. Many of the boycotters were helped by white motorists who sympathised with their steady courage.

THE CITY DURING THE BOYCOTT: *On left*—The bus depot, which is normally a scene of feverish activity, is deserted by the 50,000 natives taking part in the boycott. *On right*—Native police watch for signs of trouble as the walkers pass through a European suburb of Johannesburg. As the boycott grew, the police put every difficulty in the way.



TAXIS FOR THE FORTUNATE FEW: A queue of taxis waits for Africans who can afford the expense of riding into the city. Some of the taxis were confiscated by the South African police on the grounds that they were operating without having a licence.

A POLICE CHECKPOINT OUTSIDE JOHANNESBURG: White and native police check the passes of a group of native workers crowded on to an open lorry. The police warned white motorists helping the natives that lifts for the boycotters were unauthorised.

RESTORING TWO HOUSES

Work Continues at Chiswick; a Ministry Grant for an Adam House

The removal of the late eighteenth-century additions to Chiswick House, in West London, has now revealed the villa in the form in which it was left by its builder and architect, the 3rd Earl of Burlington, who built it between 1727 and 1736. Before the present restoration was put in hand the house had been unoccupied for some years and had suffered from neglect and war damage. The work is being carried out by the Ancient Monuments Branch of the Ministry of Works and has also included the elimination of very extensive dry rot, the strengthening of the brick dome and the repair of decayed timber. At present the exterior of the villa is complete and the restorers have turned their attention to the interior, where the elaborate plaster work, woodwork, painted ceilings and overmantels are also being carefully restored to their original condition. Although it is hoped that the villa will be opened to the public next year, no decision has yet been made on its future use.

CHISWICK HOUSE IS BEING RESTORED TO ITS FORMER GLORY: Restoration work on the exterior of the early eighteenth-century villa in West London is complete and it is hoped that it will be opened to the public next year. During the work the late eighteenth-century additions have been demolished. The villa is now the property of the nation, having been transferred to the Ministry of Works by the Middlesex County Council and Brentford and Chiswick Council in 1948.

FINANCIAL HELP FOR AN ADAM HOUSE: This is a corner of the Library of Mersham le Hatch, at Ashford, in Kent, which has received a grant from the Ministry of Works for general repairs. The building, which was the earliest country house to be designed entirely by Robert Adam, is owned by Lord Brabourne and leased to the Caldecott Community who use it as a school for children maladjusted or deprived of a satisfactory home life. It is of red brick with stone dressings and slate roofs. A plaque states that the house was started in 1762 and "completely covered in" on September 26, 1765, the master builder being Thomas Cole. Adam's drawings are preserved in the Soane Museum. The saloon contains an excellent Adam ceiling and frieze, its original door-cases and chimney-piece, and some small painted medallions.

THE INTERIOR DECORATION IS EXTENSIVE: A restorer is engaged on the restoration of the painted ceiling in the Red Velvet Room at Chiswick House. The interior decorations are also being restored to their original condition.

THE CURVED STONE COLONNADE: It is on the north front of the house. *On right*—**The south front with its semi-basement which, because of a slope, becomes the ground floor on the north.**

PRESERVING the PRIDE of WALES

At St. Fagans Castle, near Cardiff, the Welsh Folk Museum Represents the Life and Culture of the Nation and Illustrates her Arts and Crafts

By JOHN STEEL

"MURIAU GWYNION MORGANNWG"—"The White Walls of Glamorgan"—have truly become proverbial, for it was the practice over the centuries in Wales, and particularly in the County of Glamorgan, to whitewash the walls of houses whether they were large or small.

So the great house, St. Fagans Castle, which stands guard on a hill overlooking the Vale of Glamorgan, just two miles from Cardiff, is still known to the Welsh as the "Faire House," for its white walls always gleam in sunshine or rain ever since they were restored to their original appearance.

Eleven years ago this month, the Earl of Plymouth offered this lovely castle with its gardens to the National Museum of Wales so that the Welsh people might have a Folk Museum created for them. Through Lord Plymouth's generosity it was also made possible for the additional 80 acres of St. Fagans Park to be transferred to the Museum authorities on extremely acceptable terms.

To-day Wales is rightly proud of the progress she has made in eleven years in developing a museum which not only represents the life and culture of the nation, but also illustrates her arts and crafts, giving prominence to building crafts. Much of the credit for this outstanding achievement is due to Dr. Iorwerth C. Peate, M.A., F.S.A., the present Curator of the Museum, who has worked unceasingly in its interests from its opening.

Such museums have always been characteristics of Scandinavian countries, where they have played a remarkable part in maintaining the pride of their people in the finest traditions of their past.

INSIDE ST. FAGANS CASTLE, NEAR CARDIFF: The elaborately-carved overmantel is in the hall of the castle, which was given by the Earl of Plymouth eleven years ago to the National Museum of Wales for use as a Folk Museum. An additional 80 acres of St. Fagans Park was also transferred to the Museum authorities for the re-erection of old farm-houses and cottages which have been saved from demolition. The sign-posts in the grounds at the Folk Museum are in both Welsh and English. *Above, left*—In the wood-turning shop Mr. W. R. Evans is cutting out wooden spoons. He is one of the very few wood-turners left in Wales.

On left—
AT WORK IN THE REBUILT ESGAIR MOEL WOOLLEN FACTORY: Watched by visitors to the Museum, Mr. W. E. Morris is operating an 1830 spinning jack. The mill represents one of the "live" exhibits at St. Fagans.

In St. Fagans Castle the Welsh Folk Museum is fortunate in possessing a mansion where fine contemporary Welsh furniture can be shown in a charming Elizabethan setting and whose gracious grounds with their eighteenth-century fish-ponds are ideal for the re-erection of old farm-houses and cottages which have been saved from demolition.

It is the policy of the Museum authorities that any ancient building threatened by demolition that is worthy of consideration as a unit in the Folk Museum should at once be brought to their notice. Then if the building in question is offered to them as a gift, they will carefully take down such a house, cottage or farm building, transport the numbered stones to St. Fagans, even though they may come from 200 miles away, and faithfully re-erect them in the grounds.

A Unitarian chapel from Dre-fach Felindre, in Carmarthenshire, which dates from 1777, has been rebuilt in this manner, and so have two sturdy farm-houses, Abernodwydd, from Llangadfan, in Montgomeryshire, and Kennixton, from the Gower.

Contrary to general belief the chapel is not a grey, dismal building inside. It is architecturally simple and sincere, serving admirably the purpose for which it was intended. Blue borders decorate the square insets in the white panelling below the gallery balustrade, giving the chapel a bright warm look, far from the popular conception of chapels set amidst the dreariness of Welsh mining valleys. Services are still held from time to time in this "granary of God," an apt Welsh description of the chapel's barn-like structure.

Abernodwydd, nearby, is a fascinating sixteenth-century timber-framed farm-house set on stone sills. Hazel wattle was used in its construction to fill in the framed panels. This was then daubed with clay and skimmed over with plaster. Furnished throughout with seventeenth-century material, the farm-house provides an excellent insight into a Welsh farmer's way of life from the reign of Elizabeth I up to the seventeenth century when the house was "modernised," including the insertion of "windows"!

By all account it should indeed have been a cold place during a hard Welsh winter, for the "windows" are unglazed, with only an internal wooden sliding shutter giving some protection against the elements. They were probably left unglazed owing to the relatively high cost of glass at that time, which a hard-working farmer could ill-afford. Yet with a log fire glowing in the large open hearth of the living-room and a roof of wheaten straw placed on rafters and bound with hazel rods, it was as warm and comfortable as many a modern house. In the kitchen is a fine "cwpwrdd deuddarn"—a Welsh oak cupboard—and chest from Montgomeryshire, and in the dairy are a cheese-press with stone weight from Merioneth, and two types of butter-churns, swing and knocker.

Kennixton Farm-house, in another part of the grounds, is a far more luxurious building. Originally erected in Llangennydd, in the Gower Peninsula, around 1630, it was added to in the seventeenth century and again in the early part of the eighteenth century when all the windows—these are glazed—were inserted. This farm-house must obviously have belonged to a well-to-do farming family, for it has a spacious guest room and maid's room, as well as containing some fine pieces of Welsh furniture. An extremely interesting feature of this house is a recess in the ceiling known in the Gower as a "charnel," which was used for hanging bacon.

Upstairs is the principal bedroom containing a good contemporary four-poster bed from Glamorgan, which is covered with a traditional quilt. In this room the intricately-woven straw mats forming the under-thatch of the roof were woven by Mr. D. J. Davies, the basket-maker at St. Fagans, who comes from Caeo, in Carmarthenshire. Beautifully made, they extend from ridge to eaves resting on purlins, thus making rafters unnecessary. They are bound to the purlins with bramble strips.

There is much to be seen both at Kennixton and Abernodwydd. Under the seat of the farmer's wife's chair is a little drawer which contains an enchanting work-basket complete with materials! Even a tiny chair obviously intended for a three-year-old is deceptive in its sheer simplicity, for let into its underside is the most discreet and dainty of commodes!

All the re-erected buildings at St. Fagans are a tribute to the amazing patience and skill of Mr. R. A. Jones, who is the foreman in charge of this work. Visit St. Fagans one day and there, lying in the grounds, you will see a heap of stones that might well represent the result of a direct hit by a bomb on some small country cottage. Return nine months afterwards and a house that was old in the time of Mary Tudor has been re-born!

Mr. Jones's work is the miracle of St. Fagans and the Welsh nation is rightly proud of his accomplishments, for he has preserved an essential part of their history for posterity.

The only grant which the Museum has received is £20,700 (in 1955-56) from the Treasury, but salaries and other expenses, including the re-erection and transport of buildings, are in excess of this amount, so the Museum is entirely dependent on voluntary subscriptions and help from Welsh county councils, who have been most generous in their support.

So quickly has the Museum developed that it has now been found necessary to build a new museum block which will include a theatre as well as galleries for displaying specimen rooms from Welsh manor houses, homes or cottages where it has been found impracticable to preserve the entire house.

In 1946 an appeal was launched for £100,000, but the sum that is required for the erection of the new block is far in excess of this, since it has been estimated at £300,000. £96,000 has already been subscribed or promised, but it will, of course, be obvious that far more money will have to be found in order that the new block may be completed.

Standing beside the former swimming-pool of the castle is the Esgair Moel woollen factory, rebuilt just as it was when it stood at Esgair Moel, in Brecknockshire, in 1760. The wool mill represents one of the "live" exhibits at St. Fagans. Presiding over the mill, where every process in the art of the weaver is carried on, is Mr. W. E. Morris, from Carmarthenshire, who has worked for forty-seven years in woollen mills. Mr. Morris is a genial Welshman, with an excellent sense of humour and pride in his craft.

"Yes," he said, "We do everything here, my helper and I, from scouring the wool to combing and carding it. We only use wool from Radnor cross-breeds and do all our own dyeing." "When I eventually retire," he told me, "My job here will be taken over by Mr. Evans, my helper, who has already been with me for some time."

Mr. Evans will, in his turn, train another young man, and so on, in order that his craft will never die out. Although he is always searching for new designs, Mr. Morris specialises mainly in making traditional Welsh shawls, rugs and floor mats that are essentially Welsh in character. The mill contains its original machinery and is still worked by water power which is drawn from the swimming-pool.

In the courtyard of the castle is the wood-turning shop of Mr. W. R. Evans, from Pembrokeshire. He works two lathes—one operated by power and the other which is foot-operated. "I think my uncle and myself are the last two people in Wales who practise this craft," he told me. Most of the timber that Mr. Evans uses comes from the grounds of St. Fagans and is mainly sycamore. On the benches are many examples of his work, including broth bowls, and all

A SIXTEENTH-CENTURY TIMBER-FRAMED FARM-HOUSE SET ON STONE SILLS: Hazel wattle was used in the construction of Abernodwydd farm-house to fill in the framed panels. This was then daubed with clay and skimmed over with plaster.

KENNIXTON FARM-HOUSE IN ITS NEW SETTING AT ST. FAGANS: The beautifully woven straw mats, which form the under part of the roof, are clearly seen in the picture *above, left*. *Above, right* is an exterior view of the house, which was originally built in the Gower Peninsula, in 1630.

On right—

A SEVENTEENTH-CENTURY DRESSER: It stands in the rebuilt farm-house from Abernodwydd.

INSIDE THE UNITARIAN CHAPEL: Dating from 1777, it comes from Dre-fach Felindre, in Carmarthenshire. Blue borders decorate the square insets in the white panelling.

THE STRYT LYDAN BARN: Originating from Flintshire, it consists of two parts, the south end dating from 1550 and the north section from 1600. The gift of Lord Kenyon, it was re-erected with the financial help of the Welsh Committee of the 1951 Festival of Britain.

sorts and conditions of spoons—one of them a replica of those used in the Early Iron Age!

He makes jam-spoons, butter-spoons, three-legged stools, butter-bowls—in fact everything that one needs in the household. Most of them are traditional Welsh designs which differ little from the household utensils used in ordinary farm-houses for the past 400 years. Mr. Evans also has apprenticed to him a Mr. Phillips, who will again, in turn, instruct another apprentice to follow in his footsteps.

Very proudly Mr. Evans showed me a beautiful jam-spoon which he had just finished. It was a lovely honey-gold colour and a wonderful example of his workmanship.

"No housewife will be able to keep that so clean for any length of time," I said to him.

"Well, you know," replied Mr. Evans, "There is an old Welsh saying—the blacker they are, the sweeter they are—that has held good for many hundreds of years."

On a neighbouring table were some delightful wooden egg-cups, soup ladles and a wooden "peel" shaped like a table-tennis bat which is used in Wales for turning cakes in the oven. "Your wife would find that 'peel' most useful," remarked Mr. Evans as he handed it to me. "Come back again soon to St. Fagans, there is always something new we can show you."

A SEVENTEENTH-CENTURY FARM-HOUSE IN ITS NATURAL SETTING: Originally at Cilewent, Dyffryn Claerwen, in Radnorshire, this stone-built long-house has been dismantled and is in the process of being re-erected at St. Fagans. It is expected to be completed early next year. *The photographs on these pages are reproduced by permission of the National Museum of Wales.*

RESTORING A LONDON CHURCH

Work Nears Completion on All Hallows, Near the Tower

A SIDE ALTAR OF ALL HALLOWS: Restoration has been completed in this part of the City church, near the Tower. The new ceiling has been rebuilt with reinforced concrete in place of the oak which dated back to the fifteenth century. All Hallows, which was one of the few City churches to escape the Great Fire of 1666, sustained serious damage during the blitz of 1940. The east vestry and east face of the church were almost completely destroyed. In July 1948 Queen Elizabeth the Queen Mother, who was then Queen Elizabeth, laid a foundation-stone at the church. In July of this year she will officially open the church after the completion of the restoration. The cost is estimated at about £250,000.

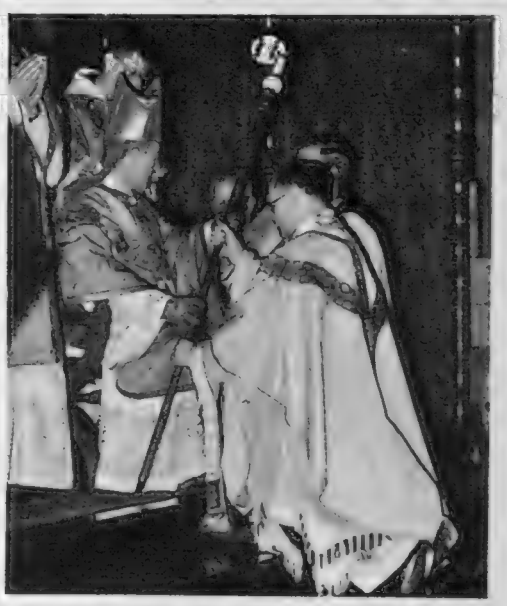
On right—

THE SITE OF THE PULPIT: A sounding board protrudes over the spot where the pulpit will eventually be set in the nave.

IN THE SHADOW OF THE TOWER: All Hallows stands isolated in the middle of a bomb site still untouched by rebuilding. In the background is the Tower and on the right Tower Bridge. The restored church will be opened by the Queen Mother in July.

A NEW ABBOT FOR BUCKFAST

The Solemn Blessing of the New Abbot of the Benedictine Abbey in Devon



THE NEW ABBOT RECEIVES HIS CROZIER: Dom Placid Hooper, the new abbot, receives a crozier signifying his authority from the Bishop.

THE NEW ABBOT OF BUCKFAST IS SOLEMNLY BLESSED: Seated at the High Altar in the Benedictine Abbey church, the Roman Catholic Bishop of Plymouth, the Rt. Rev. Cyril Restieaux, takes part in the 1,000-year-old ritual which accompanied the Solemn Blessing of the new Abbot of Buckfast, the Rt. Rev. Thomas Placid Hooper (kneeling between two brother abbots in front of the Bishop). Round the walls of the sanctuary are hung the shields of arms of the pre-Reformation monasteries. The new abbot, who is forty-six, was elected by his brother monks to be head of the community in succession to the Rt. Rev. Bruno Fehrenbacher, who has retired after an abbacy of seventeen years. Two brother abbots, Abbot Anselm Thatcher, of Ramsgate Abbey, and Abbot Rupert Hall, of Ealing Abbey, served as assistants to the new abbot during the blessing. This was the fourth abbatial blessing at Buckfast since the abbey's re-establishment after its dissolution over 400 years ago. The four abbacies have been spread over the past fifty years.

AFTER THE PRESENTATION OF THE ABBOT: Dom Placid Hooper lies prostrate in front of the altar while the Litany of the Saints is being sung. Kneeling at the altar is the Bishop. On the extreme left, wearing their mitres, are the two attendant abbots.

Royal Occasions

The Queen and Prince Philip at Harwell; the Queen Mother's Visit to The Welsh Guards on St. David's Day

On left—

THE ROYAL VISIT TO THE ATOMIC ENERGY RESEARCH ESTABLISHMENT AT HARWELL, IN BERKSHIRE: The Queen manipulates a remote handling device used for dealing with dangerous metals during her tour of the establishment when she saw some of the work which is being carried out there. Accompanying the Queen is Mr. P. Bowles, head of the engineering division, and in the background is Prince Philip, Duke of Edinburgh. During their tour the Royal visitors watched a demonstration of "slave manipulators," which are used for handling highly radioactive material. Mr. R. A. G. Welsher, head of the remote handling section, demonstrated their uses by lighting candles with matches picked up by a machine. The Queen and the Duke also looked through screens of heavy glass to watch men in special clothing handling apparatus in the plutonium dust-infected areas of the laboratory of the radio-chemistry building.

A WELSH EMBLEM FOR THE QUEEN MOTHER: Lieutenant-Quartermaster A. Rees, wearing ceremonial cocked hat, fixes the traditional leek to the lapel of the Queen Mother's coat during the St. David's Day parade at Chelsea Barracks, in London. *On right*—The Queen Mother hands small replicas of the leek for distribution to the officers and men on parade. The ceremonies at the barracks began with a special service in the Military Chapel.

A "NEUTRON CHOPPER": The Queen and the Duke of Edinburgh are looking at a Burmese chopper, which was presented to the reactor school at the Harwell establishment by a past course of students who described it as a "Neutron Chopper." On the right is Dr. D. Littler, the Principal of the reactor school.

LAYING THE ISRAELI PIPELINE

Work on the Project from Eilat to Beersheba which will be Completed Next Month

A PIPELINE WHICH WILL SUPPLY HALF ISRAEL'S OIL REQUIREMENTS: A section is welded of the pipeline being constructed between Eilat, on the Gulf of Aqaba, and Beersheba. It will carry 50 per cent. of the Israeli needs.

A TRENCH-DIGGING MACHINE: Controlled by its operator it drives ahead so that the pipeline project can be finished on time. It was only after their victory over Egypt that the Israelis were able to start this scheme.

READY FOR LAYING: The pipe lies ready for laying in the trench in the desert country between Eilat and Beersheba. The 140-mile-long line is being laid simultaneously in sections. It is due to be completed next month.

On left—

THROUGH MOUNTAINOUS COUNTRY: The route for the pipeline is blasted through high ground. On approaching Beersheba the oil will be carried through pipes laid in mountainous country.

The Israeli port of Eilat, at the head of the Gulf of Aqaba, assumed new importance when the Israeli Army drove the Egyptians from the Sinai Peninsula last November. Up till then the Egyptians had controlled the west coast of the Gulf and been able to forbid the use of its waters to Israeli shipping. The departure of the Egyptians meant that Eilat could be opened as a port. At once the Government of Israel embarked upon an ambitious plan. They started the laying of an 8-in. oil pipeline from Eilat to Beersheba, in the centre of the country. It will be 140 miles long and it is estimated it will be able to carry some 800,000 tons of oil a year. This represents half the current annual oil consumption of Israel. From Beersheba the oil will be transported to the refineries at Haifa. The line is being laid with great speed, trenches being dug and pipes placed in several sections at the same time. Some of the route runs through desert. Other parts are in mountainous country. The Israeli engineers and workers appear to be overcoming all difficulties and it is expected that the line will be ready for opening next month. Its existence is ample evidence of Israel's determination to keep the Gulf of Aqaba open to her shipping at all costs in the future.

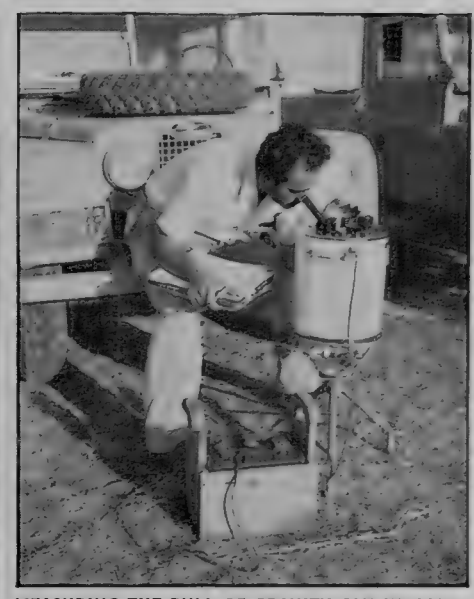
On right—

EXCAVATING THE ROUTE: When the machine has channelled the trench, the 8-in. pipes will be laid. There is growing interest in a further and more ambitious project, that of laying a 32-in. line from Eilat, through Beersheba, and on to Haifa, on the Mediterranean coast.

Progress in Industry and Science

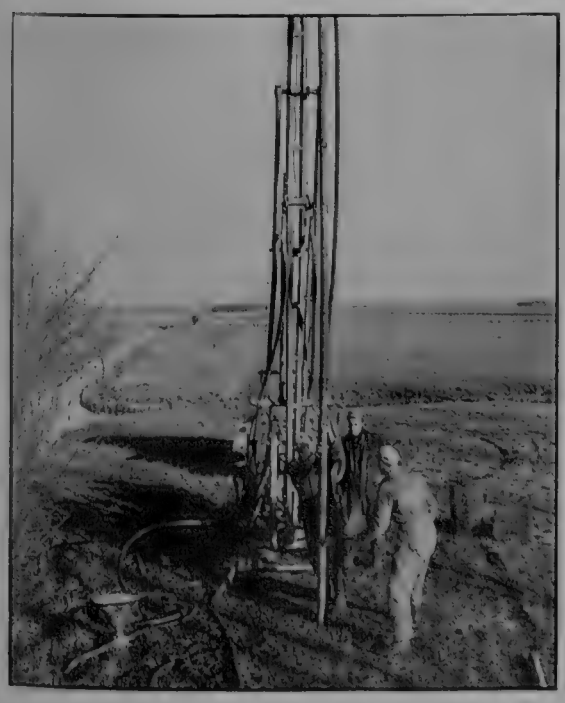
SCIENCE IN THE SEARCH FOR OIL

PRELIMINARY PREPARATIONS FOR BORING IN WEST AFRICA: Barges are drawn up beside teh bank of a river 70 miles from Owerri, in Nigeria, and unload vehicles and machinery. A road is being driven inland to connect the landing place and the drilling site.



MEASURING THE PULL OF GRAVITY CAN INDICATE THE WHEREABOUTS OF OIL: An operator of the Shell Petroleum Company works with a gravimeter in surveying for oil at Hamidije, in Turkey. The instrument measures with great precision the slight variations in the attraction of gravity at the surface. These variations depend upon the distribution underground of rocks having different densities. Having estimated the structure of the rocks below it is possible to assess whether some of them may contain oil and therefore justify further investigation. The gravimeter is one of the many scientific methods which save costs and are being used in the current world-wide search for new sources of oil.

THE "EARTHQUAKE" METHOD: *Above*—A field party in Java examines the records from a seismographic apparatus. *Below*—In the flat country of the Netherlands a hole is drilled for a shot to be fired below ground. In the seismic method explosives cause artificial earthquakes. Measurement of the resultant shock waves passing through the earth indicates the nature of the rock strata and the possibility of oil.



AN EXPLORATION WELL IN BORNEO: At Jerudong, in British Borneo, a newly-constructed road runs through the jungle to the derrick above an exploration well sunk in a clearing. Tests have shown the presence of oil at a depth of about 3,500 ft. This is the first significant show of oil in British Borneo since the end of the Second World War.

"OIL IS WHERE YOU FIND IT"

Oil is not everywhere in the earth. Geologists hold that it is found only beneath land which was once under the sea. Seekers after oil, therefore, concentrate their search in what are called the "marine sediment" areas. These offer enormous scope for they constitute one-fifth of the earth's crust. The bulk of the known big oilfields and deposits lie in a few countries. The Soviet Union and some of its satellites, the United States, the Middle East and the Caribbean have the lion's share. Some two dozen other countries yield much smaller amounts. A world-wide search for new oilfields is constantly going on. One of the companies most notably concerned in this respect is the Shell Petroleum Company. The pictures on this page show how wide is its search and how various the modern methods of science employed. A modern survey proceeds through a number of stages. First, aerial photographs may be studied of a particular region. Examination of the prints through stereoscopic binoculars can yield the expert much useful information. Next, geologists and geophysicists carry out a detailed examination of the surface of the possible ground. Certain signs, such as asphalt deposits or traces of natural gas can indicate the presence of oil below. For probing beneath the earth the oil man has at his command highly specialised and sensitive scientific instruments. The gravimeter can indicate the density of deeply hidden rocks. Explosive charges set off underground produce artificial earthquakes and the shock waves generated through the rock strata can be measured by seismic apparatus. The record will indicate whether the structure is likely to contain oil. The Magnetometer is another instrument which can be used to establish the contours of deeply buried strata. When the scientific survey points to a possibility of oil, then an exploration well is sunk. To-day these wells can be found in many remote parts of the world. Often roads have to be built to the site for the drill as a start for this operation. In the Sahara, parachute supplies are dropped for prospectors and in Borneo helicopters service surveyors in the jungle. The scientific methods save considerable expense, and speed up the search for oil.

Progress in Industry and Science

NATURAL AND MAN-MADE PHENOMENA

On right—
The New Zealand Middlemarch cloud forms on the crest of what meteorologists describe as "standing waves." These are simply large waves of wind that are present in the atmosphere wherever the main wind current is forced to blow over an uneven surface such as a mountain range. The cloud is not as ominous as it looks. Unlike a typical storm cloud it is in a fixed position, being formed with condensation on the windward side (as a result of air rising and being chilled) and evaporation on the leeward side. The wind and moisture, therefore, pass through the cloud without moving it. In Great Britain the well-known Helm Cloud over the Crossfell Range is formed by exactly the same process. Other clouds formed in a similar manner are the "Table Cloth" over Table Mountain, in South Africa, and the banner cloud that forms over the Rock of Gibraltar when the Levanter, or strong east wind, is blowing.

THE MIDDLEMARCH CLOUD IN NEW ZEALAND: This picture, which is reproduced by courtesy of Aerofilms Limited, shows the distinctive Middlemarch cloud which forms in New Zealand The cloud formation is a variety of altocumulus lenticularis.

THE CAMERA AS WEATHER PROPHET

On left—

This unusual cloud structure was photographed over the municipal airport in Knoxville, Tennessee, at the end of last month. The hole in the lower sheet of altocumulus cloud was probably caused by a column of warm air rising upwards from the ground. Through the opening in the altocumulus sheet can be seen the advancing edge of a cirrostratus cloud at a height of about 15,000 ft. The altocumulus sheet itself is in the process of dissolving and was probably less than 50 ft. thick, at a height of about 8,000 to 9,000 ft., when the photograph was taken. From the meteorological point of view the deduction from the phenomenon would be that a deterioration in the weather was imminent. The cirrostratus would probably cover the whole sky, at its own height, within an hour, and the sheet would thicken with its base becoming gradually lower over a period of about two to three hours. It would eventually become altostratus cloud with its base at about 9,000 ft. and its top still in the neighbourhood of 15,000. This process would continue until the base was only about 2,000 to 3,000 ft. above the ground. The formation would then be nimbostratus and would start to give steady rain. The altocumulus cloud formations occur in airstreams where instead of a steady decrease of temperature with height there occurs first a decrease then a sudden layer of warm air before the decrease is resumed. Beneath this warm layer, aircraft experience considerable turbulence caused by a continual disturbance of the air by wind eddies. Given the right amount of moisture in the atmosphere at this level a layer of cloud will form following the condensation of the dampness in the warm air resulting from its contact with the cold. In the resultant sheet of altocumulus cloud the wind eddies usually cause round globules of cloud to form, giving a broken effect as in the photograph. In this case, however, the globules are weak and are beginning to disintegrate, as can be seen in the upper right-hand corner. It would not, therefore, require much force for a column of warm air, for example, to make a hole right through the sheet. The warm air would tend to correct the temperature inversion at the level of the cloud, at the same time dissolving it. In the region of the opening there would not be a great deal of turbulence.

THE QATAR STATE HOSPITAL

AFTER THE OPENING OF THE HOSPITAL: The ruler of Qatar, His Highness Sheikh Ali Bin Abdullah Bin Jasim Al-Thani (reading, centre), welcomes guests to a luncheon in the Palace at Doha, on the Persian Gulf, after the official opening of the new State Hospital. Behind the ruler, on his right, is his son, His Excellency Sheikh Ahmed. Assembled on right are several of the personalities connected with the building of the hospital. Among them are the architect, Mr. John Harris (third from right), M. Emile Bustani (sixth from right) and, beside him, the ruler's Adviser, Mr. G. M. Hancock, in conversation with the builder, Abdur Rahman Darwish. The State Hospital in design and equipment is the most modern in the Middle East. By far the most difficult building problem that had to be faced was the erection of such a structure in a country which, by reason of its geographical position, was without most of the materials required for structural work. In addition, the site lay far from most manufactured materials and skilled labour. This problem was overcome largely by the use of prefabricated components which were shipped out to Doha and by the maximum exploitation of all local materials which could be used. It was determined that a steel-framed building would be likely to provide the best form of construction. Accordingly, steelwork was designed and prefabricated in the United Kingdom, and shipped out to Doha after a trial erection. In its completed state the hospital will be of untold value to the people of Qatar, for in planning and construction it compares favourably with the most modern hospitals elsewhere in the world. Qatar is an independent Arab Sheikhdom in special treaty relations with Great Britain. Its area is about 8,000 square miles.

THE SINGLE-BED WING OF THE DOHA STATE HOSPITAL: The verandas of the single-bed wards in this wing face either east or west. The wing itself faces north towards the sea and the breeze.

THE RULER'S SUITE: This staircase and veranda lead to the suite in the State Hospital for the use of the ruler and his family. The suite is at the end of the single-bed wing.

A VARIABLE-ANGLE ROCKET-LAUNCHER

A NEW FIRING-TOWER FOR GUIDED MISSILES: This steel rocket-launching tower, seen after its unveiling at Oakland, California, has been built for the United States Air Force. It is claimed that the launcher can handle "any guided missile now under consideration." In its upright position the tower is 120 ft. high. It is due to be taken down, loaded on to a fourteen-car freight train and transported to the Patrick Air Force Base at Florida for testing and servicing guided missiles. The entry into service of this new launching-tower represents a great advance in the design of missile ground equipment. Hitherto the structures built for the servicing and launching of guided missiles have suffered from the severe limitation that they could not be moved once they had been set up on a chosen site. In addition such launchers could not be adapted to handle missiles of radically different designs and methods of operation. The new tower has overcome both these limitations. In addition it can fire rockets from any angle between the horizontal and the vertical. It is primarily a piece of research rather than operational equipment but it is typical of the vast and complex apparatus needed to assemble, maintain and fire long-range missiles of the kind which in due course will supersede piloted bomber aircraft. The Nike requires 1,500,000 items of ground equipment.

TESTS FOR JET PILOTS

JET PILOT TEST-MACHINE AT BONN, GERMANY: A jet pilot undergoes a test at the Institute for Aero-Medicine at Bonn, in Western Germany. The machine whirls the pilot around while doctors check the reaction of the brain and organs during the test. At full speed the centrifugal force amounts to about four times the pull of gravity. In this way it is possible to find out if a pilot will be able to withstand the human dangers involved in handling the supersonic aircraft now being developed. Equipment of this type has been developed with the aid of centrifugal force and is capable of reproducing the effect of changes of direction in the air at varying speeds. These changes of direction are one of the modern jet pilot's greatest dangers. In a tight turn at high speed the body of the pilot tries to continue on the original path. Consequently the pilot finds himself pushed down into his seat. His arms and legs feel heavily weighted, the blood drains from the upper part of his body his reactions are slowed down and eventually black-out results. In order to combat this danger the pilots of high-speed fighter aircraft wear special "anti-g" pressure suits with inflatable tubes which compress the arms, legs and stomach progressively as "g" is applied, to prevent the flow of blood and thus avoid black-out. Such suits and similar equipment have been developed after exhaustive experiments, many of which have been carried out with apparatus similar to that shown here. In some cases the equipment can be revolved on its axis to simulate complex manœuvres and the cockpit can be pressurised and temperature-controlled to reproduce different altitudes and climatic conditions.

A SCOTTISH FERTILISER PLANT

THE NEW PLANT BEING BUILT AT LEITH DOCKS: This huge fertiliser plant costing more than £3,000,000 is being built by Scottish Agricultural Industries Limited on land reclaimed by the Leith Dock Commission. The plant is nearing completion and production will begin in the autumn.

When the new fertiliser plant being built by Scottish Agricultural Industries Limited at Leith Docks comes into operation in the autumn of this year its primary produce will be concentrated fertilisers, incorporating ammonium phosphate. The plant itself is being built on reclaimed land and all the heavy structures have had to be erected on piles. The largest of these structures is the storage building which is more than 900 ft. long and can hold 56,000 tons of raw materials. Another feature is the conveyor-belt which can move 350 tons of fertiliser material an hour direct from ships into the storage building.

AN AMERICAN HYDRO-ELECTRIC PROJECT

THE GLEN CANYON DAM ON THE ARIZONA-UTAH BORDER: This giant dam, which is to be built in Glen Canyon on the Colorado River, will cost nearly £143,000,000. Work is soon to start on the steel bridge which can be seen spanning the river in front of the proposed dam site. The dam project is part of a much larger scheme being carried out by the U.S. Bureau of Reclamation.

The Glen Canyon Dam when completed will hold 26,000,000 acre-feet of water which is enough to cover the State of Rhode Island 30 ft. deep. Its power output will be 800,000 kilowatts. The purpose of the dam, which will rival in size the Hoover Dam, is to store water so that an agreement under which half the river's flow is to go to the lower states can be carried out. The electricity from the project will be used largely in California and will earn money to help pay for other schemes higher up the Colorado. In fact the Glen Canyon scheme is only part of a much larger scheme which the United States Bureau of Reclamation has been authorised to carry out in the Upper Colorado Basin. The main purpose of this wider scheme, on which the Bureau of Reclamation has been given permission to spend about £252,000,000, is to store the water of the Colorado and its tributaries so as to provide hydro-electricity and irrigation in the States of Colorado, Wyoming, Utah and New Mexico.

Progress in Industry and Science

AIRCRAFT AND MOTOR PRODUCTION LINES

VICKERS-ARMSTRONGS VISCOUNT 800s UNDER CONSTRUCTION : This view of the new erecting shops at Weybridge, Surrey, shows a line of ten of these new aircraft in varying stages of completion. During 1957 the factories at Weybridge and at Hurn Airport, in Hampshire, will deliver Viscounts at an average rate of one aircraft every three days. British European Airways introduced the Viscount Series 800 to several of their key routes last month. They ordered twenty-four Viscount Type 802s and ten have now been delivered. B.E.A. have also ordered fourteen Type 806 Viscounts with more powerful engines and an increased cruising speed.

NEW VISCOUNTS IN FULL PRODUCTION

The Vickers-Armstrongs Viscount 800 Series airliner is a "stretched" version of the well-known Viscount 700. It is particularly suitable for high-density short-haul routes and is not intended as a replacement of the medium-range 700 Series but as a complementary aircraft. The first Series 800 Viscount, a type 802 for B.E.A., made its first flight on July 27, 1956. Ten of the new aircraft have now been delivered to the Corporation and it is being progressively introduced on the short-haul routes.

The seating arrangements in the 800 Series can be very flexible ; the aircraft can carry from forty-four to seventy passengers as compared with the forty to fifty-nine seats of the 700 Series. Another of the new Viscount features is that the pantry and forward bulkhead are mounted on rails so that the capacity of the cabin compartment can be adjusted between freight and passengers.

The 800 Series, like the earlier versions of the Viscount, is having a marked success with overseas buyers, which include K.L.M., New Zealand Airways and Irish Air Lines. As a result of continuous development work on both the airframe and the Rolls-Royce Dart engine, still more improved versions of the Viscount will soon be flying. These will be known as the 810/840 Series and will be similar in appearance to the Viscount 800 but will be more powerful. Orders for the 810/840 Series have already come from Continental Airlines of America, Germany's Lufthansa, South African Airways, Pakistan International, Trans-Australia Airlines and a Cuban company.

THE JAGUAR RECOVERY

On left—

JAGUAR CARS ROLL OFF THE PRODUCTION LINES AGAIN: Within three days of the fire at the Coventry factory last month, a shortened assembly line was working. In less than a week after the disastrous outbreak the line had been extended and limited production started with a target of 100 cars for the week. This was achieved six days later. It is expected that production will soon be at the rate of 300 a week—only 100 a week less than before the fire. Jaguars were one of the first car factories in Britain to return to full-time working after the recession in sales which the industry suffered some months ago. They are great dollar earners; the firm has been exporting 80 per cent. of its production and 60 per cent. of these overseas sales have been paid for in hard currency. The fire which ravaged the Jaguar plant, and is now believed to have been caused by a smouldering cigarette-end, destroyed one-third of the factory buildings. It broke out in a tyre shop and was brought under control in about 3 hours. Between 300 and 400 cars were saved by maintenance and office workers, who were the only people on the premises at the time of the outbreak. Prompt action by firemen made it possible to save the paint shop, which was built at a cost of £250,000, and the machine shop, both of which lie in the western half of the factory.

AMERICA'S MIDGET SUBMARINE MOVES TOWARDS HER BERTH : The X-1, with two of her complement of five standing on her casing, sails on the surface in the harbour of New London, in Connecticut. Above the flag can be seen the top of the periscope protruding from the minute conning tower, which rises no more than 2 ft. above the hull. At the stern is the top of her fin-like tail. The experimental midget submarine is designed for testing harbour defences and for use in attack by underwater demolition teams. The contract for the craft was the first given for a naval vessel to a United States aircraft company, being designed and built by the Fairchild Engine and Airplane Corporation of Farmingdale, in Long Island. She was laid down in 1954 and launched and completed by October 1955. X-1 has a standard displacement of 25 tons, is 48 ft. long and has a draught of 7 ft. She is navigated by a stick similar to the control column of an aeroplane. Power is provided by diesel engines and storage batteries which give her a surface speed of 15 knots and a submerged speed of 12 knots. The range of X-1 is said to be over 500 miles. Britain's four midget submarines are slightly larger than the American vessel.

MIDGET SUBMARINE

The U.S. Navy's X-1 Seen Afloat in a Connecticut Harbour

THE EXTERIOR AND INTERIOR OF X-1 : *Left*—The midget vessel which has been nicknamed the "pint-size" submarine, comes into New London. Her course is being directed by the navigator standing behind the shield at her bows. The dwarf size of the ship is shown by comparison with the submarine tenders behind her. *Right*—One of the crew relaxes in the forward sleeping compartment of X-1. As far as is known America has not yet constructed another craft of this type.

BRITAIN'S NEW MODELS

The New Vauxhall Victor and Super-Victor Models, and the Austin A 55 Make Their Debut; and Other News and Events in the Motoring World

By "THE SPHERE" MOTORING CORRESPONDENT

VAUXHALL MOTORS have now released full details of their new Victor and Super Victor models and the British Motor Corporation have announced a new Austin, the A 55.

The Victor is smaller than it looked on the stage at that fabulous presentation in a London cinema, but it is no baby car. It is a full four-seater, yet small enough to park easily—helped by a creditably small turning circle—and light enough, at 19 cwt., to give the 1½-litre engine an easy time, with resultant fuel economy.

I have made a short road test of the Victor and the impressions I received lead me to think the car will sell well at home and abroad. At £728, including tax, the initial cost of the Victor is low, and the makers say it will do "approaching 40 miles to the gallon with normal driving." Its 4-cylinder engine is smooth and quiet, gives a top speed of 75 m.p.h. and has a flexible performance which reduces gear-changing to a minimum. Although, at 1,507 c.c., the engine is of exactly the same cubic capacity as that of the Wyvern—which the Victor will eventually replace—and has the same "square" bore-stroke ratio, it is an entirely new engine, with interesting new design features.

The three-speed gear-box now has synchromesh on all ratios and I found the gear lever easy to manipulate. Directional control is light and positive, with an agreeable degree of understeer, and within the limitation of the Press test staged in beautiful Woburn Park, by courtesy of the Duke of Bedford, the brakes seemed to do their job efficiently and progressively.

The Victor—and its more expensive de luxe sister, which costs £30 more, tax included—has a number of attractive features. A panoramic screen, first of its kind on such a small car, helps the driver to see where he is going better than in most cars. The new cars are all "undersealed," which means that a layer of plastic, one-sixteenth of an inch thick, is sprayed on and baked to give sound-deadening insulation and protection against corrosion.

How about the car's appearance? It follows the modern full-width, squarish pattern and cannot be said to be particularly distinguished, though neat and compact. There are dummy "port holes" at both ends of the bumpers and on the Super model the exhaust pipe discharges itself through one of them. The famous Vauxhall flutes have been retained, though they have been moved from the bonnet to the side of the car.

The Victor has an exceptionally big luggage boot. The ignition switch is interesting. The normal type of key is used to unlock the switch, after which the key can be taken out. To start the car you then move the switch one place to the right to turn on the ignition and right again (against spring pressure) to bring the starter motor into play. The Victor, conceived three years ago, has cost £6,000,000 for engineering and tooling—apart altogether from the cost of the huge new Luton factory where it is being built.

The new Austin A 55 is a greatly improved replacement of the A 50, yet sells for the old price in both standard and de luxe forms: £772 7s. and £820 7s. respectively, tax included. The 1½-litre engine, with a compression ratio of 8·3 to 1, gives more power and the rear of the body is completely new. The car now has a low, sleek look and a bigger luggage boot with low-level loading. There is a new wrap-around rear window and other improvements include integral cowls for the headlamps, chrome flashes along the sides of the body and washable plastic headlining.

The A 55 has a dished "safety" steering-wheel and the front seats—of the split bench type—have been given a new shape which makes them more comfortable. While they do not grip the back like a bucket seat, they certainly give more lateral support than the old seat. It is still possible to carry three adults in the front seat if required. The back seat of the A 55 is also new. It gives a bigger cushion area and two more inches of leg room. In the bigger boot there is a full-width tool shelf in the forward end of the compartment to which the starting handle, jack and tyre pump can be clipped.

As the new A 55 comes in, the 1,200-c.c. A 40 goes out of production. That leaves a bit of a horse-power gap between the Austin company's 948-c.c. A 35 and the 1,500-c.c. A 55 so I suppose we can expect another new Austin model, around the 1¼-litre mark, before long.

A silver lining is beginning to appear in the dark clouds which have been smothering the British motor industry. It was stated in Parliament the other day by a Board of Trade chief that the main manufacturers resumed full working at the end of January; also that there had been a steady increase in production through January and in the first two weeks of February. All the same, only 41,598 cars were built in January—9,577 fewer than in December and 30,073 fewer than in January 1956. Exports dropped by 3,947 compared with January last year but—there's that silver lining again—were 5,442 up on December 1956.

In surveying a black year in which the industry's labour force fell by nearly 50,000 we should not forget that its exports to North America in 1956 were 65 per cent. above the 1955 level. This demand in the U.S. and Canada for certain types of British car continues; is, indeed, expanding.

The British Motor Corporation have stepped up production of the Morris Minor, the MGA two-seater sports model and the M.G. Magnette saloon. The Minor factory at Cowley was already on overtime. The three models I have named were already earning 750,000 dollars a week. In a few weeks' time this welcome hard-currency income—for these three models alone—will exceed the million-dollar mark every week. Since the war B.M.C.'s Austin and Nuffield cars have already earned 357 million dollars in the U.S. and over 100 million in Canada.

In my last notes I referred to the possibility of car price increases. With hand on heart I say I then had no inside knowledge that Fords were about to step up their prices by about 5 per cent. This has since happened. If you include tax, the Popular has gone up from £414 to £444; the Anglia from £541 to £571; Prefect, £594 to £624; Consul, £781 to £819; Zephyr, £871 to £916; Zodiac, £969 to £1,014. (I never thought we should have to pay over £1,000 for a British Ford!)

This is the first time Fords of Dagenham have put up their car prices in five years. The prices of all their current range have not previously been altered since the various models were introduced: Anglia and Prefect in 1953; Popular in 1954; and the "Three Graces" last February.

The Government's decision to allow unexpended petrol coupons issued for the current rationing period to be used up to April 31 came as no surprise but was none the less welcome for that. There has long been a feeling in the motor trade that petrol stocks would make this move possible. I am convinced that the oil supply situation, while greatly improved, does not yet permit the Government even to consider ending rationing.

I believe, though, that unless things get worse there may be a bigger basic ration in the period starting April 18. Perhaps coupon values will be stepped up to 1½ gallons.

The Ministries concerned are certainly being more generous with allocations of supplementaries. Now that motorists can save up their coupons for Easter there is certain to be a big increase in traffic during the first public holiday of the year—to the relief of rural hotels and the anxiety of road safety experts.

The erection of a little hut in London's Cromwell Road recently marked the start of one of the most important road improvement schemes Britain has seen for many a long day. I refer to the Chiswick flyover, which will cost £820,000 and which concerns all the millions of motorists who use the Great West Road and all the millions of air travellers who go to and from London Airport. When the flyover is completed in two-and-a-half years' time it will link the Great West Road with the Cromwell Road extension from Hammersmith. The flyover will be half a mile long, with dual carriageways, and will lift east-west traffic high over a new roundabout measuring 400 ft. across.

The scheme is aimed at cutting out serious congestion at a road junction normally used by 40,000 vehicles every day. North-south traffic from Gunnersbury Avenue to Kew Bridge will go under the flyover by way of the new roundabout. For traffic wishing to get on or off the flyover there will be slip roads. The flyover will be carried over the roundabout by four spans, each of 125 ft., and over Wellesley Road by a bridge measuring 124 ft. between parapets. It is the first major two-level highway scheme to be carried out in the Metropolitan area since the war. Although the full scheme is not scheduled for completion until August 1959 the contractors—the Alderton Construction Co. Ltd., of Westminster—say traffic will be able to use the northern slip roads and most of the new roundabout within twelve months.

Congratulations to Mr. Colin Chapman on winning the Ferodo gold trophy for 1956. It is awarded each year for "the year's most outstanding British contribution to motor-racing." Mr. Chapman, aged twenty-eight years, is the designer and builder of the Lotus sports cars which, powered by Coventry Climax engines, did so well last year in dozens of races at home and abroad.

Mr. Chapman has also helped Mr. Tony Vandervell improve the design of his Formula One Grand Prix car. But it is the Lotus with which the Hornsey man has made his name. Last year it won thirty races.

A NEW MODEL WITH A PANORAMIC SCREEN: It is feature of the Vauxhall Victor which, *The Sphere* Motoring Correspondent considers, "helps the driver to see where he is going better than in most cars." The new model costs £728, including tax, and the Super model, £30 more.

A GREATLY IMPROVED REPLACEMENT OF THE AUSTIN A 50: The 1½-litre engine of the A 55 gives more power, and the rear of the body is completely new. There is a new wrap-around rear window. Available in both standard and de luxe forms, the prices are £772 7s. and £820 7s. respectively.

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Fly Away, Thunder Bird

For thousands of years before Columbus sailed, Redskins roamed the rolling prairies and forests of North America. Although as hunters and trackers they knew the ways of nature, they remained ignorant of the causes of most natural phenomena, and so were a prey to many fears. Above all they dreaded thunder—the awesome clamour of the Thunder Bird's beating wings. To protect themselves from this deity when lightning flashed from its eyes, they offered gifts to it in effigy.

Today, in industry, much thought is given to protection in all its forms. But effigies are not in demand. Modern manufacturers, well versed in cause and effect, take logical steps to see their goods are properly protected — effectively guarded by reliable packaging materials. The majority pick stout "Fiberite" cases, and crisp, attractive cartons made from "Thames Board". They know this tried and trusty protection is backed by the skill and reputation of Thames Board Mills Limited, the largest manufacturers of packaging materials in this country.

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The World of Books: By VERNON FANE

LADY HAMILTON IN A NEW LIGHT

"Emma in Blue" by Gerald Hamilton and Desmond Stewart; an Enquiry into Frauds, by Richard Aldington; and Other Recent Publications

POOR Lady Hamilton, Nelson's love, who died in poverty, loneliness and neglect, could be said by some to have paid a hard price for the years of her social and amorous successes. It could be remembered, too, that she had been a lovely woman whom Romney had delighted to paint and whose likeness remains a proud national possession. But Mr. Gerald Hamilton and Mr. Desmond Stewart, in EMMA IN BLUE (Wingate. 16s.), have taken another view and devoted their book to the expounding of *A Romance of Friendship*, which purports to have been between Emma and the Queen of Naples. Whether that existed in the terms the authors suggest or not, I still think this book could be called a work of supererogation.

Miss Sheila Van Damm, one of this country's most brilliant motor-car drivers, has just written a typically fast-paced and modest autobiography, aptly called NO EXCUSES (Putnam. 16s.). Miss Van Damm, whose father manages and inspires that revue theatre, the Windmill, of which you may have heard, has enough vitality for six and has needed it in the course of her career as a race and rally driver. Some of her exploits are hair-raising in the reading. To have lived through them should have induced complete calvity. It is an engaging, high-spirited book, and other women drivers, though possibly of less distinction, will be cheered to read the author's pronouncement that "the rally girls have done a lot to destroy the regrettable idea that all women are bad drivers (which is not half as regrettable as the idea that all men are good)."

MOTHER SIGNED THE CONTRACT (Peter Davies. 15s.) is an example of female tenacity and admirable singleness of purpose. It also demonstrates that it's never too soon to learn, for this junior autobiography has been written by Miss Julia James, who is even now nineteen and who came from Australia to this country to train at R.A.D.A. and pursue a career on the stage. Miss James has been dogged, she has been enterprising (taking all kinds of jobs when there were no dramatic opportunities), and she has been extremely courageous because if ever there were a human document to endorse Mr. Noël Coward's advice to Mrs. Worthington about putting her daughter on the stage—this is it!

The story of Miss June Opie is of another form of courage, because this pretty girl from New Zealand who sailed here full of enthusiasm and, in her fellow-passengers' opinion, almost aggressively healthy, was lying in an English hospital in an iron lung within two weeks, completely paralysed except for one eyelid. Two years later she set out for her home again with unbroken spirit, although she could barely walk on crutches. OVER MY DEAD BODY (Methuen. 16s.) is her own story, and it reads more like a triumphant chant than a song of woe.

FRAUDS (Heinemann. 21s.) is a lively enquiry by Mr. Richard Aldington into the customs and careers of a number of well-known fakers, some of them historical figures, some of them obscure and at least one of them the central figure in a notorious and long-drawn-out lawsuit. Mr. Aldington adds to the findings of his research a habit of brilliant scholarship and a naturally acute and often amusing sense of expression. Whether he is quoting Robert Louis Stevenson, "The Anglo-Saxon is essentially dishonest"—a hard saying which he deplores—or examining those literary "discoveries" which have occurred within living memory, the author is candid, provocative and unexpected.

Mr. R. H. Ward explains that his book, A DRUG-TAKER'S NOTES (Gollancz. 16s.), has so literal a title that it may be misleading, since it is only concerned with one drug (lysergic acid) taken on six occasions and under medical supervision. While one appreciates his explanation, it does occur to one that a better plan might have been to adopt a less sensational title. Mr. Ward, who wrote the highly original *Gallery of Mirrors*, has taken the drug in question as the basis of six experiments, and each of these forms a chapter in his book, in which he relates his experiences under the drug.

Speaking for myself, DOVES IN MY FIG-TREE (Hodder and Stoughton. 15s.) is not the kind of title that inspires enormous interest or excitement; in fact, nothing but a very mild irritation. Yet Mrs. Ruby Ferguson's novel of Channel Island life deserves a great deal better than that, for it is warmly human and credible to a high degree. The curious thing is that although neither the characters nor the situations, on analysis, are of the slightest significance, the story itself continues to be extraordinarily readable.

The next two novels are tales of adventure on the physical as well as the emotional plane. Mr. Michael Hastings has written THE MAN WHO CAME BACK (Macdonald. 13s. 6d.), about a commander without the stuff of authority or heroism in him. In the first half of the book he is the senior officer of a group of British Servicemen in a Dodecanese island, threatened by a German reoccupation during the war. In the second part, after a three-year interval and now in a Malayan rubber plantation, the same man faces a different kind of danger, this time from terrorists, with three of the other survivors from the island. Very good.

THE MAN FROM MARTINIQUE (Hodder and Stoughton. 11s. 6d.) is set in that island more than fifty years ago and is about a group of people, English, French and Creole, only a few of whom were to survive the eruption of the volcano, Pele, and the entire obliteration of the town of St. Pierre and its 30,000 inhabitants. Miss Shirley Murrell tells the story with economy.

GULF COAST STORIES (Heinemann. 13s. 6d.) include twenty-one tales by Mr. Erskine Caldwell and all of them have as a background the strip of land which has New Orleans as its centre and the Gulf of Mexico along its coast. There is not much of the *Tobacco Road* spirit in these tales but a great deal of this American writer's sympathy for the oddities of life.

Of this week's four detective stories, the first to discuss is Michael Innes' latest—and very good—effort, APPLEBY PLAYS CHICKEN (Gollancz. 12s. 6d.). This begins, rather unexpectedly, with a reading party of students. One of them finds a corpse, is chased by a couple of highly unfriendly types and sets the plot rolling briskly along. THE STRANGE BEDFELLOW (Eyre and Spottiswoode. 11s. 6d.) is a story of detection with a difference, because the crime in question has been committed 200 years and more before the story begins, and because the sleuth is a pretty, young American girl-archæologist.

DUST AND THE CURIOUS BOY (Michael Joseph. 12s. 6d.) is by Mr. Peter Graaf, and although far from exciting it scores heavily on characterisation. Mr. Dust, his fallible and likable hero, runs a small bureau of missing persons and carries on in the manner of a Chandler private eye. WHAT NO WOMAN KNOWS (Eyre and Spottiswoode. 15s.) is about a prosperous little man living in a prosperous little suburban home until the day when he goes away and doesn't come back. Slow-paced, but a good central idea.

A STUDY OF THE CAMELLIA: This illustration is taken from *The Camellia*, a flower-book edited by Beryl Leslie Urquhart, with reproductions from paintings by Raymond Boothe and Paul Jones. It is published by the Leslie Urquhart Press at 75s. The book is intended to be the first of a series of volumes on the camellia designed to make available to those of moderate means a collection of flower-books of artistic merit and literary interest, with emphasis on accuracy in both text and illustration.

Three Good Reprints

Elek Books Limited have published three French classics this month in new translations. The three are Honoré de Balzac's *Beatrix*, translated by Rosamond and Simon Harcourt-Smith (18s.); *Doctor Pascal*, by Emile Zola, with a translation by Vladimir Kean and introduced by Hugh Shelley (18s.), and a second Zola novel, *A Love Affair*, translated by Jean Stewart (16s.).

PASTOR IN ICELAND

Life in a Remote Parish

Robert Jack is a Scot who became a minister in the Lutheran Church of Iceland in one of the remotest parishes of the world. The little Arctic island of Grimsey is 3½ miles long, 1½ miles broad, and 45 miles off the coast of Iceland. Besides being the parson Mr. Jack was a full working member of the community, sharing the very real day-to-day problems of living, such as which smallholder should provide the bull for the year's breeding or the part that each inhabitant should play in the building of the breakwater. In ARCTIC LIVING (Hodder and Stoughton. 12s. 6d.) he reveals the life of the people, the grimness of Grimsey and the joys and sorrows of this fascinating community. Of its remoteness there can be no doubt. The channel between the island and Iceland is full of swift and tortuous currents and a brief visit to Grimsey can sometimes be forcibly extended to a month or more before the return journey can be undertaken. There is a story that at one time all but one of the able-bodied men of the island perished in a single storm in this terrible channel, leaving the parson as the only remaining male inhabitant. The book describes the close-knit society of Grimsey in all its many perfections and imperfections. Mr. Jack has now left the parish, but he likes to think that perhaps some day he will go "home" to Grimsey.

Hugh Ross Williamson's ENIGMAS OF HISTORY (Michael Joseph. 18s.) is bedside reading with gusto. The author bases his thesis on the current passion for historical detail, the slightly irrelevant factor which tags along almost unnoticed until the day when people have tired of the main theme and begun to demand more. Here are seven chapters dealing with a well-known theme in each case, but with the added spice of historical gossip. For example, the wives of King George IV, the parentage of Queen Elizabeth I, the poisoning of King James I all make enthralling reading. In his foreword the author warns the young not to embody his conclusions in their examination answers. It is a very fair warning, but for those beyond examination age these excursions into historic bypaths are a real delight.

Racketeering has flourished in the United States since the dawn of the industrial age, but its evil flowering and full maturity date, beyond doubt, from the "noble experiment" of Prohibition. Then the independent criminals merged into alliances for mutual protection which step by step became part of the network we know to-day as a national crime syndicate. No writer has followed the course of events in the big cities of America more closely than Joseph F. Dinneen, for a quarter of a century a crime reporter on the Boston *Globe*. In UNDERWORLD U.S.A. (Cassell. 15s.) Mr. Dinneen introduces the reader to criminal rackets of all kinds in which the ordinary people of the United States invest their money with little idea of the results. It is a frightening story, for the line-up of lawyers, attorneys and judges who are coerced into making America safe for the criminal is revealed as a piece of brilliantly contrived organisation. It is a saddening story, too, for the author has somehow or other managed to get behind the whole fantastic façade to reveal the sordid domestic tragedies that are part and parcel of the criminal way of life.

A. E. Coppard was a wayward, scholarly, unpredictable man, a lovable fellow in every way, with some of the characteristics of W. H. Davies, not least in his capacity for wonder at and enjoyment of the world. At the age of seventy-nine Coppard completed the first volume of his life story. He died while the book was still in the press. IT'S ME O LORD (Methuen. 22s. 6d.) is an irrepressible, lively story by a man who demanded full freedom to say whatever rose in his mind. It is a wonderful memorial to an unforgettable character who was a great literary figure through more than half a century.

Ralph Wightman has followed in the steps of William Cobbett, albeit in the comfort of a motor-car. Where once there were rural acres there are now sprawling towns, but many of the farmhouses in which Cobbett stayed the night are still the homes of farmers. Mr. Wightman's RURAL RIDES (Cassell. 18s.) is a notable piece of work full of charming stories of people and places, much sound common sense on agricultural problems and pungent criticism of misuse of the soil.

John Crompton's THE LIVING SEA (Collins. 15s.) takes its theme from the fact that life originated in the sea, developed in the sea, and spread to the land from the sea. It is within this wide scope that the author sets out to show the development of the teeming life of the sea and the extraordinary diversity of its creatures, many of whom lead existences far stranger than might ever be suspected.

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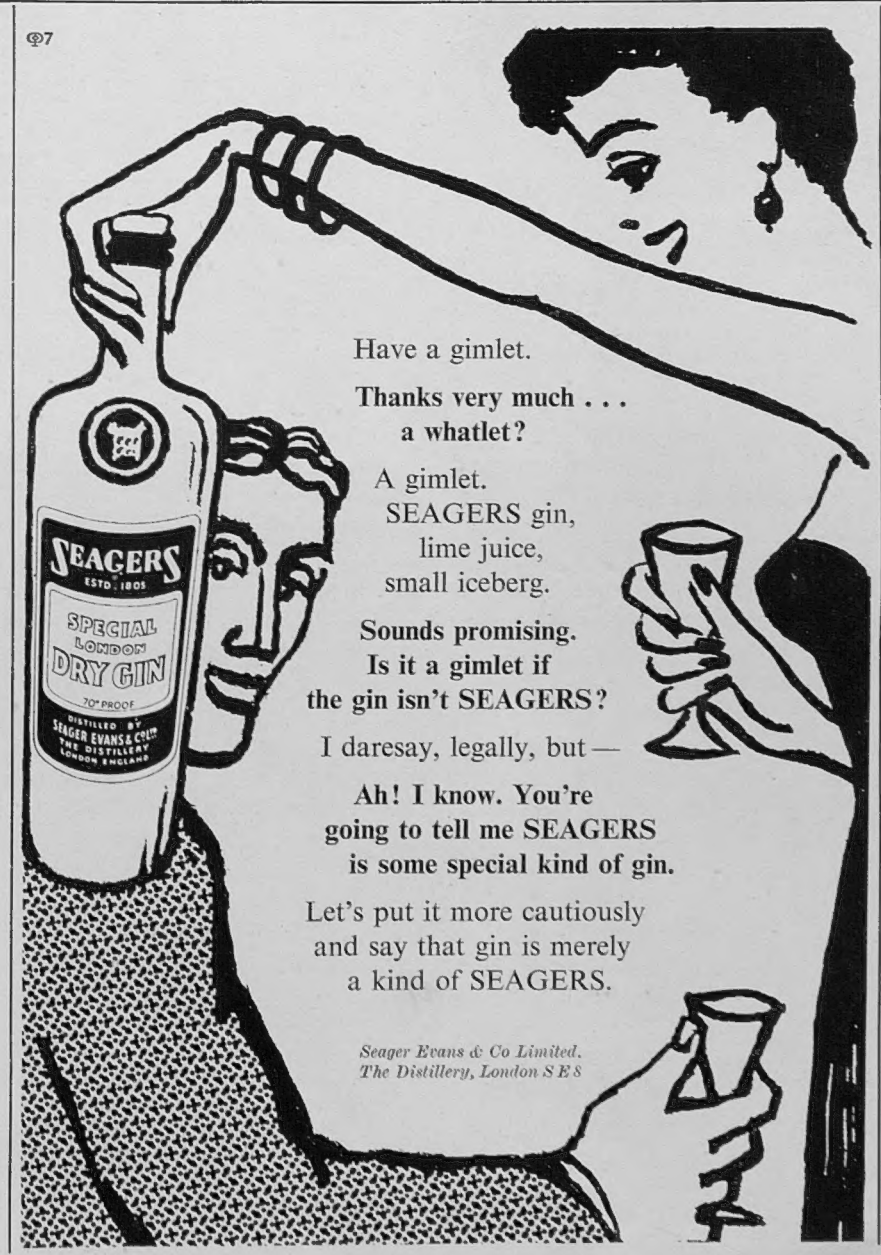

Have a gimlet.

Thanks very much . . . a whatlet?

A gimlet.
SEAGERS gin,
lime juice,
small iceberg.

Sounds promising. Is it a gimlet if the gin isn't SEAGERS?

I daresay, legally, but—

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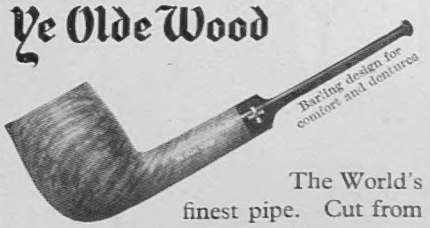

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SOKING OLD PLACE

The Stately Homes of Schweppshire

Already the first primroses—and already, too, the first tea urns, tapestries, and Do Not Use This Door notices are being dusted and put into place as Schweppshire's stately homes are polished up for summer visitors.

First let us give you this pre-season glimpse of Soking Old Place, open to the public this year. Bits of it really are quite stately, and when we scraped the beam in the scullery and found a sort of lumpy pattern, *Palimpschwest* had a paragraph about our "carved soffit" with its "genuine ham and eggs moulding". And if the new tenants of Wett Chamberlayne can "throw open their gardens" (half an acre of weeds and a strong smell of fermenting grass clippings) why not us? To make it more "for the people" there is the suit of genuine stage armour, which we bought specially at Yarmouth, to go with the two Roman pots; and the taxi which took us to the coronation is preserved in the stables and may be sat in for an extra threepence.

In the picture we are planning not to cut out the tool shed but put *To the Armoury* on it in Gothic type. Old Mr. Carter has taken the split infinitives out of our Guide, which should show a profit now that the back page has been bought by Chez Maison Doris, the Soking dress shop, though the picture they have chosen for their advertisement is rather a curious one. There is a genuinely newly discovered secret panel which turns out to have been put in to supply the telephone extension to the top floor, sub-let to Mr. Carter. As he is only seen occasionally at windows we are thinking of saying that that part of the house is shut off, slightly suggesting a family curse, if not an Old Soking Monster.

Written by Stephen Potter : designed by George Him

SCHWEPPERVESCENCE LASTS THE WHOLE DRINK THROUGH

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